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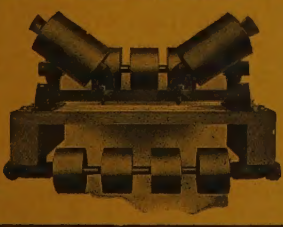
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Thayer & Co., Clarence H., commission.*
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Ware & Leland, grain, seeds.*
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Winans, F. E., grain and seeds.*
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Ella & Fleming, grain and hay.*
Ferguson & Co., August, grain, hay, millfeed.*
Gale Bros. Co., The, grain, hay.*
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Standard Hay & Grain Co., grain commission.*
Union Grain & Hay Co., grain and hay.*
Weldler Co., The Sam W., grain, hay, flour.*

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Sheets Bros. Eltr. Co., The, grain, hay, straw.
Star Eltr. Co., receivers grain, hay, straw.
Strauss & Co., H. M., grain, seeds, hay.*
Tulon Elevator Co., grain, hay, straw.*
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Scott & Woodrow, grain and hay.*
Seeds Grain & Hay Co., grain and hay.*

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Turle & Co., grain commission.

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FORT WORTH, TEXAS.

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Finch & McComb, grain commission.
Jordan & Montgomery, grain and commission.
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Riley & Co., W. J., grain and feed.*
Shotwell, C. A., grain, flour, commission.
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White Bros. Grain Co., grain and commission.

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Directory of the Grain Trade

*Member Grain Dealers National Association.

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Edgar Grain Co., J. B., receivers and shippers.*
Haseenwinkle Co., H. J., grain and hay.*
Jones & Rogers, grain dealers.*
McLaughlin Coal & Grain Co., grain and hay.*
Pease & Dwyer Co., receivers and shippers.*
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Webb & Maury, grain and hay.*
Wyatt, E. W., broker, grain and millfeed.

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Kamm & Co., P. C., barley and rye.*
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Wissbeck & Co., Henry, grain recvrs. and shippers

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Cargill Commission Co., grain commission.
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Minnesota Grain Co., grain commission.
McIntyre-Frelich Co., grain commission.
McGuire-Atwood Co., grain commission.
Van Dusen-Harrington Co., commission.*
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Kendrick-Roan Grain Co., receivers, shippers.
McLemore Grain Co., grain.*
Miller & Co., grain commission.*
Wilkes & Co., J. H., recvrs and shprs grain, hay.*

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Smith & Wallace Co., J. C., recvrs., shippers.

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Richardson Bros., grain, flour, millfeeds.
Rogers & Co., E. L., grain, hay.*
Stites, A. Judson, grain and millfeed.
Walton Bros., grain and feed.*
Warner, George M., grain and feed.
Warr & Canby, grain, flour, feed.
Woolman & Co., S. C., receivers and shippers.*

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PITTSBURG, PA.

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Foister, C. A., grain, hay, feed.*
Geldel & Dickson, grain and hay.
Graham & Son, Jas., grain, hay, millfeed.
Herb Bros. & Martin, grain, hay, feed.
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Morgan & Co., H. G., ear corn and hay.*
Morton Grain & Hay Co., grain, hay, feed.
Stewart, D. G., & Geldel, grain, hay, feed.*

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Fairbank & Co., S. G., grain, hay, seeds.

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Goetz & Carkner Co., grain commission.
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Mullally Com. Co., John, grain, hay, seeds.*
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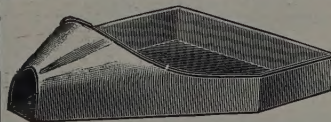
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It has always been our conscientious aim to be worthy of patronage. Then to give the commission business our sole personal attention. We have satisfied others and we will you.
206 Corn Exchange. - MINNEAPOLIS

Wheat Tables

On Cards

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 pounds each.
In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.
Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.
GRAIN DEALERS CO., 255 La Salle Street, Chicago, Ill.

INDIANAPOLIS BOARD OF TRADE MEMBERS.

The Bassett Grain Co. INDIANAPOLIS

Telephone 80 Board of Trade


The Brafford-Files-Thomson Co. Grain Merchants

Board of Trade INDIANAPOLIS

Jordan & Montgomery

620 Board of Trade Bldg., Indianapolis


GRAIN AND COMMISSION
TRY US



MILWAUKEE BAGS

give honest bag value. Made from the best material, stoutly sewed and always look well. This quality has helped our sales and will help yours. Write for sample and prices.

MILWAUKEE BAG CO. :: Milwaukee, Wis.

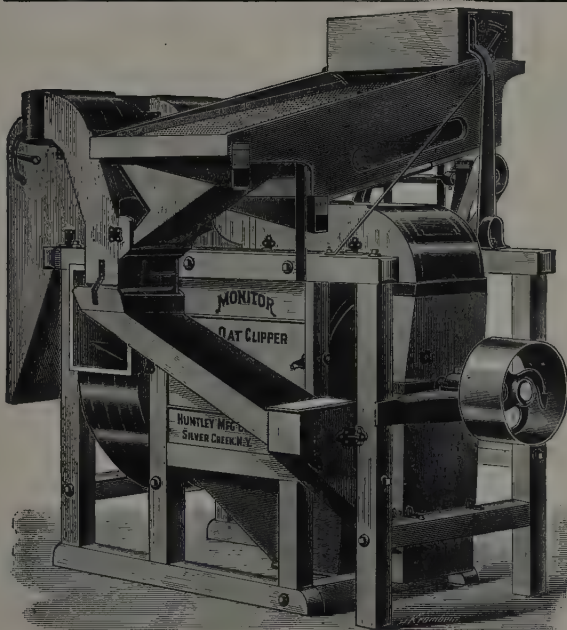


MILWAUKEE BAG COMPANY

Drive

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

4 LEADING FEATURES MONITOR Compound Drive Warehouse Separator



1. Patent Fan Equalizing Control.
2. Patent Automatic Eccentric Oilers.
The only oilers of this kind in use.
3. Deep Reservoir Ring Oil Bearing.
Different and superior to all others.
4. Compound Shake. No jar or shake when they are used. The machine has longer life and closer sieve separations are made.

The World's Largest Assortment
of distinctly original Grain, Seed, Flax and Corn
Cleaners are made here. :: Send for catalogs.

HUNTLEY MFG. CO.
SILVER CREEK, N. Y.

(Chicago, Ill., F. M. Smith, Agent, 203 Traders Bldg.
New York, N. Y., W. K. Miller, Agent, 121 Front St.
Kansas City, Mo., H. C. Draver, Southwestern Agent,
10 Board of Trade.
Minneapolis, Minn., 316-318 4th Ave., So.
San Francisco, Cal., Berger-Carter Co., Pacific Coast
Agents, Mississippi and 17th Sts.
St. Louis, S. J. McTiernan, Agent, Terminal Hotel.
Tilsonburg, Ont., W. R. Ream.

BRANCH OFFICES:

POWER CAR LOADERS FOR ELEVATORS.

The Ideal Car Loader

Successfully loads both ends of car at the same time. See position of fan. Grain enters in center of fan and is at once started in right direction. No loss of power. When not in use loader is not exposed to the weather. Can be pulled into elevator owing to construction of holding frame.



This loader has many other points of superiority. Write now.

THE IDEAL CAR LOADER CO., Allenville, Ill.

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

Cyclone Grain Loader



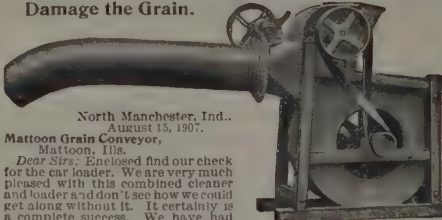
Strong in Construction. Simple in Operation. Every part carefully adjusted. It cannot be torn down by car getting away.

Capacity—1000 pounds per minute.
2 to 4 Horse Power.

Any Practical Man Can Install Ready for Use.

Cyclone Grain Loader Co.
NORWALK, OHIO

The ONLY Car Loader
That Will Not
Damage the Grain.



North Manchester, Ind.,
August 15, 1907.
Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is, you must see it work. We like it well enough that we expect to put in one or two more soon. Very truly,
KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

COMBINED Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine
that Will Clean and Load
at the Same Time.

For Descriptive Circular
and Prices — Address:

**Mattoon Grain
Conveyor Co.**
MATTOON, ILL.



The Third Car Loader

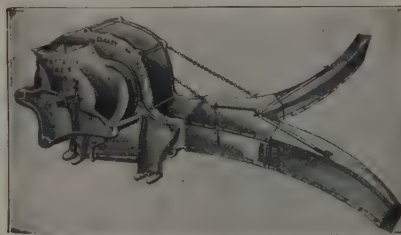
which left our factory was a No. 12 which we shipped April 13th, 1901, to Mr. O. C. Benson, Fairmount, Ill. Of course we have been able to make a number of improvements since then but nevertheless he liked it well enough to order one for his elevator in Catlin in October, 1902. Several weeks ago we received a letter from Messrs. Catlett & White of Fairmount asking the price of our No. 12. We presume they knew about the one Mr. Catlin has, but to make sure we spoke of it in our reply and a few days later we received their order in which they stated the loader would replace one of another make. Some machines do good work while new but in a short time they become unsatisfactory. However, this loader after selling one to the same party a year and a half later now sells one to another firm when it has been in use for more than 7 years. If there are none of our loaders near you for you to see, we will gladly send you one on approval with the understanding, that if you are not entirely satisfied with it in every respect, you may return it at our expense. Do you know of a fairer proposition? We have about 50 in stock, so can make prompt shipments.

MAROA MFG. CO.

Maroa, Illinois

3 Years of Actual Service and continues to please. This customer has never called for repairs. If you are in need of a car loader write for catalog and prices to

M. C. LILLY, Maroa, Ill., Manufacturer DAISY CAR LOADER.



St. Ansger, Ia., June 8, 1908.
M. C. Lilly, Maroa, Ill.
Dear Sir: We have been using one of your Daisy Car Loaders for three years and as a labor saver it has no equal. It has paid for itself twice over in saving of labor, besides doing better work and improving the grain.
Yours respectfully, LUND & HUME.

Grand Rapids, O., Oct. 17, 1906.
Welge & Lilly, Maroa, Ill.—Gentlemen: I have been using your Daisy Loader for two months and I am very well pleased with its work, putting the grain back in good shape without having to enter the car. Not the least of its value is the improvement it will make in poor oats. Will be glad to say a good word for your machine to anyone whom you may refer to me.
Yours truly, F. R. SOUTHARD.

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.
Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 13 of them, representing every improvement and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; require less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.
KEEL & SON.
By J. Z. Keel.

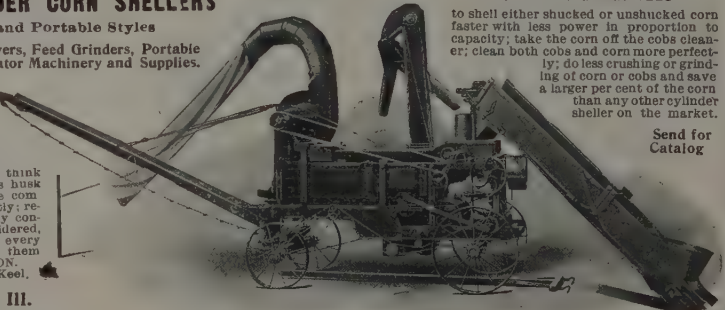
MARSEILLES MFG. CO. Marseilles, Ill.

Branch Houses and General Agencies at Principal Distributing Cities.

POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for
Catalog



Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½ x 13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43

Price, \$2.25

Grain Dealers Journal
255 La Salle St., CHICAGO, ILL.

Notice the Take Up Bolt?

This is a new feature
of a successful

FRICTION JAW CLUTCH

Positive Safe Economical

THE STANDARD CLUTCH MFG. CO.
SIDNEY, OHIO

\$10 to \$30



SCALES

Simply Constructed
And Always Right!

Can be used to advantage in
many places.

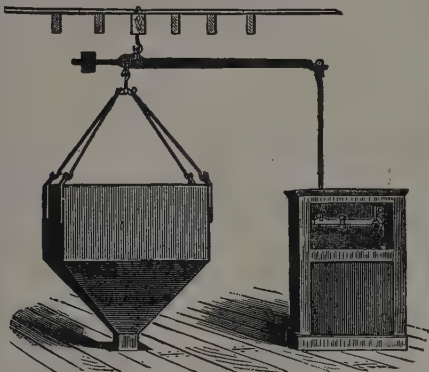
Special Net Prices
(Hopper not included)

30 bu. capacity.....	\$26.50
40 bu. ".....	32.00
60 bu. ".....	40.00
100 bu. ".....	50.00

The Standard Scale & Supply Co.
50-52 So. Canal St.

CHICAGO ILLINOIS

Write for Catalogue G. D.



COAL SALES BOOK

FOT RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price, \$1.75.

GRAIN DEALERS JOURNAL

255 La Salle St., CHICAGO, ILL.

HESS DRIED —IS— BEST DRIED

Hess Dried grain brings a premium and is always in demand. Germinates strongly, mills easily and keeps till you use it.

Hess Grain Driers are used everywhere and are the standard of excellence in drier construction. We make all sizes, from 400 bushels daily capacity, up to the monster driers such as we built at Baltimore, Philadelphia, New Orleans, Galveston and other exporting stations.

Ask for Free Booklet

Hess Warming & Ventilating Co.
907 Tacoma Bldg. Chicago

P. S. Ask us also about the Hess U. S. Moisture Tester.

HAMILTON RUBBER MFG. CO.

MANUFACTURERS
OF HIGH-GRADE

RUBBER BELTING

If you want Belting, guaranteed to give perfect satisfaction for all classes of work insist upon your engineer specifying "Hamilton made."

WRITE FOR SAMPLES AND PRICES

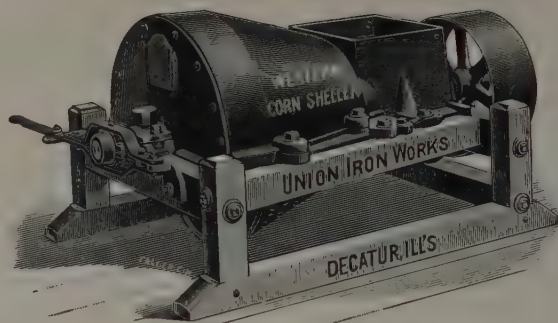
161 East Lake Street, CHICAGO

ELMER E. BAST, Manager
TELEPHONE, Main 2296

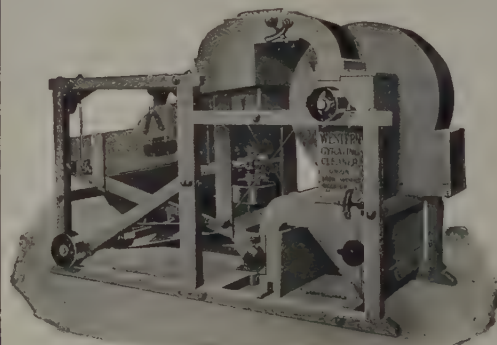
Everything in Elevator Equipment

Shellers
Cleaners
Heads
Boots
Shafting

Pulleys
Belting
Clutches
Grain Cups
Chain Belting



The Western Warehouse Sheller



The Western Gyration Cleaner

"Western Machinery"

The Standard for Forty Years

Write us when in need of anything in our line

UNION IRON WORKS

DECATUR, ILLINOIS

The Peterson Oats Bleacher

Patents Pending



Do your shipments of oats grade? If not, it is doubtless because they are musty, moldy and stained. There is a remedy. The *Peterson* Bleacher will make off-grade oats bright, clean and sweet.

The machine is inexpensive and its operation is economical. It is the only machine on the market for bleaching and purifying.

Write us and we will tell you more about it.

Skillin & Richards Mfg. Co.

Sole Manufacturers

Chicago

**We Are Large Manufacturers of
Steel Roofing, Corrugated Iron, Etc.**



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book, 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, is printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50.

GRAIN DEALERS JOURNAL

255 La Salle Street, CHICAGO, ILL.

Record of Cars Shipped FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle St., CHICAGO, ILL.

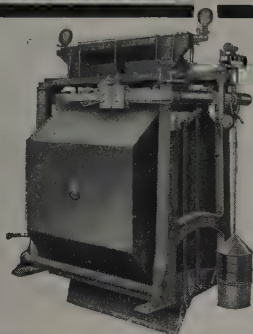
TONS to Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4½x8½ inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.

Fairbanks Automatic Scales



HIGHEST DEVELOPMENT OF AUTOMATIC WEIGHING

Simple

Operated wholly by gravity, no springs, few parts.

Rapid

Double compartment hopper, each side dumping as opposite fills.

Accurate

Has sealed standard weights and graduated beam. Can be balanced and tested at any time without dumping.

And above all, Fairbanks Quality.

Write for Circular No. 550-AW.

Fairbanks, Morse & Co.
Wabash Ave. and Eldredge Court, Chicago, Ill.

The New Cyclone 1905 Dust Collector



Will
Return Its
Cost Every
Year in the
Horse
Power it
Can Save

We
Build
Any Size
or
Capacity

MANUFACTURED BY

THE KNICKERBOCKER CO.
JACKSON, MICHIGAN

AVERY Automatic Scales

FOR SHIPPING AND RECEIVING GRAIN

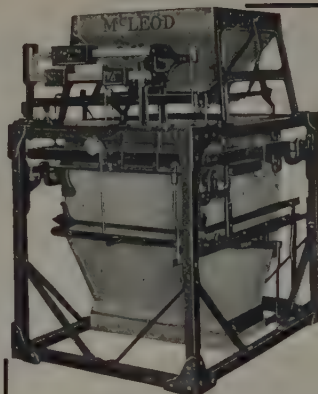


"No Live, Progressive, Up-to-Date Grain Dealer should be without the AVERY, and, once tried, will not be without them."

WALLACE GRAIN CO.
Cresbard, S. D.,
April 4, 1908.

Use a Well Tried Scale
AND RUN NO RISKS

AVERY SCALE CO.
North Milwaukee Wisconsin



The McLeod Automatic Hopper Scale

"The Scale That Weighs"

A masterpiece of simple construction, embodying the correct principles of the standard scales, including a graduated brass beam.

Weights and records accurately, every pound of grain passing through it.

Requires no attention while in operation, and guaranteed not to stick on light or trashy grain.

Its smooth running qualities insures its durability.

J. D. EARHART & SON
DEALERS IN
GRAIN AND COAL

PARTRIDGE, KANSAS NOV 14, 1907.

McLEOD BROS., Bloomington, Ill.

GENTLEMEN:—I have your favor of 12th and in reply will say I am more than pleased with my scale. I have weighed with track scales and hopper scales but when I weigh a car of wheat or corn now I am not afraid to make affidavit to weights. I can show as the weights now as any one. I don't care what kind of scale they are using. Don't hesitate to refer any one to me who is thinking of buying a scale. I can recommend it to any one who wants something good.

Yours truly,
J. D. EARHART & SON.

WRITE FOR CATALOG
McLEOD BROTHERS, Bloomington, Ill. or Marietta, Kans.

Richardson Automatic Elevator Scale



Weights and registers automatically every pound of grain you spout to cars.

It has fewest parts of any automatic scale made—therefore the simplest.

It will not stop through impurities in the grain.

It will protect you against grain stolen or lost in transit.

It will check your wagon scale.

It will tell you the balance in the house.

It has more users than any other scale made.

Lowell, Ind.

"I have been using your scales for sometime and find they are the right thing in scales. If I had other houses to equip I would surely use the Richardson Scale."

F. C. BROWN HAY & GRAIN CO.

RICHARDSON SCALE CO.

3-4 Park Row
NEW YORK, N. Y.

122 Monroe Street
CHICAGO, ILL.



They meet all requirements for handling grain.

The Hoepner 2-compartment automatic scales has 20% less parts than any other. Has standard sealed weights. Residues can be weighed. This new system is accurate, rapid, and of lasting quality.

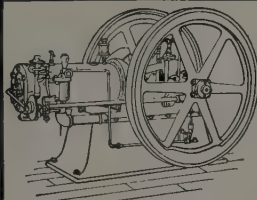
Write for circular No. 15.

THE HOEPNER SCALE SYSTEM,

42 W. Jackson Boulevard,
GEORGE HOEPNER, Prop.

Chicago, Ill.

POWER FOR GRAIN ELEVATORS



Ohio
Gas
and
Gasoline
Engines

(All sizes)

Used by many lines of elevators.
Used by the U. S. Government.
Used by some of the largest railway systems in
the United States.
Let us tell you why.

OHIO MOTOR CO., 315 Dearborn St., Chicago, Ill.



WITTE GAS AND GASOLINE ENGINES

Any size for all kinds of fuel. No engine can be more economical or reliable. We assume the risk and demonstrate that our engine is superior. Perfectly Safe—No Fire Danger—Easy to Start.

Five Year Bond Guarantee

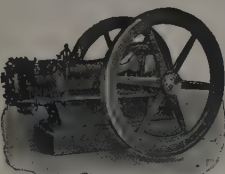
The most modern gas engine factory in America.

Prompt deliveries. Complete equipments.

Write us for elevator power Catalog X.

WITTE IRON WORKS CO. 526 West 5th Street, Kansas City, Mo.

NEW ERA Gas and Gasoline Engines
and
Gas
Producers



The New Era Gas Engine has a patented Water Jacketed Solid Cylinder

Head, requiring no packing.

Sizes 1½ to 150 H. P.

The New Era Gas Engine Co.
86 Dale Ave., Dayton, Ohio

FOOS GAS AND GASOLINE ENGINES

Appeal most to the man who has operated other gas engines, for his experience enables him more readily to recognize a good feature when he sees it.

Write for free book No. 20 and learn a dozen reasons why the

FOOS proves most interesting to the buyer who is best posted.

Springfield, Ohio.

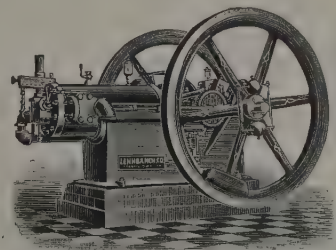


If Your Business

isn't worth advertising
advertise it for sale

Economical and Dependable
Power

is what you get when you buy a
Lennox Gasoline Engine



Special prices during August to readers of this paper. Write now for catalog.

LENNOX MACHINE CO.
40 G Street Marshalltown, Ia.

OTTO ENGINES

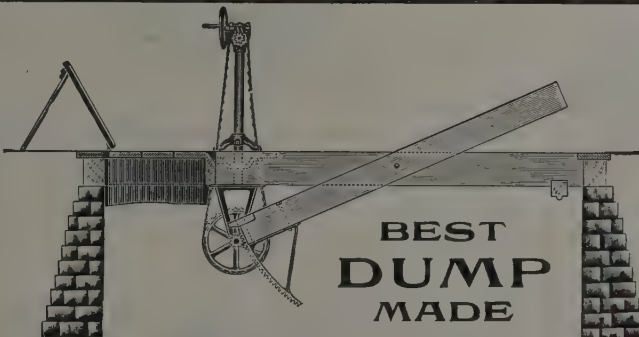
GOLD MEDAL AT JAMESTOWN

The U. S. Government paid this Company a big compliment when it selected the "OTTO" Engine for use in making fuel test at the Jamestown Exposition.

The Jury of Awards also proved its fitness for its task when it Awarded the "OTTO" the Gold Medal. The "OTTO" has won FIRST PRIZE at every large Exposition held in this country since the Centennial in '76.



OTTO GAS ENGINE WORKS, Phila., Pa.
STANDARD OF THE WORLD



BEST
DUMP
MADE

BURRELL MANUFACTURING CO., 251 S. Jefferson St., CHICAGO
EVERYTHING FOR THE ELEVATOR

The St. Mary's Machine Co.
Manufacturer of



Gas and
Gasoline
Engines

Especially
adapted for
Grain Elevators
and Mills

THE ST. MARY'S MACHINE CO.
St. Mary's, Ohio.

THE PRACTICAL GAS ENGINEER
(Fifth Edition)

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

GRAIN DEALERS JOURNAL.
255 La Salle St., Chicago.

Five Dollars Each

is the regular price of the following car movers.

Our Price \$3.75

Each is claimed to be the best

<p>EASY ATLAS SAMSON SPECIAL SHELDON CHAMPION</p>	<p>We don't care which you order</p>

Engines, Scales, Elevator Machinery, Supplies and Fireproof Safes at Lowest Prices.

WRITE TO US.

AMERICAN SUPPLY CO.
1110 Farnam St., Omaha, Neb.

Grain Dealers Supply Co.

322 4th Ave. South
MINNEAPOLIS, MINN.

Sells Machinery for Elevators and Mills

WRITE FOR PRICES

**Avery Automatic Scales
Gasoline Engines**

Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

Roll Corrugating and Grinding

The best work—quick service.

Write us for Catalog and Prices on anything you need.

The Strong-Scott Mfg. Co.

MINNEAPOLIS, MINN.

Northwestern Agents for

Invincible Grain Cleaners,
Richardson Automatic Scales,
Richardson Grain Separators,
Knickerbocker Dust Collectors

OHIO & MICHIGAN COAL COMPANY

Producers and Shippers

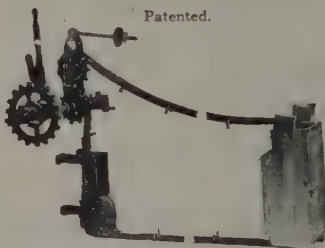
Plymouth Red and White Ash Anthracite

Mt. Pelle Domestic Lump, No. 2 Jackson
Massillon, W. Va. Splint and Smokeless

WRITE TO US
FOR PRICES

Main Office, DETROIT, MICH.

B. S. C. CHAIN FEEDER



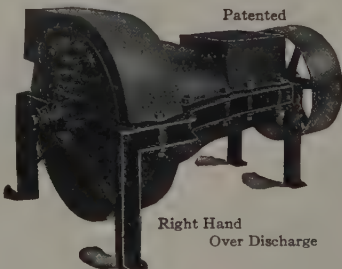
Patented.

and Conveyor

will carry all kinds of grain. Carries large capacities and is just the thing for filling and emptying deep storage bins. Also from car to boot.

THE U. S. CORN SHELLER

will save you money on first cost and afterwards when repairs are needed. Shelling capacity and satisfaction guaranteed. Made in rights and lefts, over or under discharge. All iron or wood frame if preferred. Thirty days' trial.



Patented

Right Hand
Over Discharge

WRITE FOR CATALOGUE No. 2.

B. S. CONSTANT CO.

Bloomington, : : : : Ill.

Do You Need a New Belt This Season?

If so, write us about

**ATLAS STITCHED
CANVAS BELTING**

and find out why you can save money.

Runs
True on
Pulleys

Waterproof



No
Power
Loss

Guaranteed

Buyers of belting are beginning to realize that they can reduce their belting expense and obtain just as good service by using Canvas Belting.

FACTS: Twice as much Canvas Belting sold in the year 1907 than in 1906. Ten times as much sold in 1907 than in 1902. *Think it over*, and write for descriptive circular B.

Atlas Belting Co., 156 Lake St., Chicago

Factory: Buchanan, Mich.

GRAIN ELEVATOR BUILDERS.

REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

R. M. VAN NESS, Fairbury, Neb.

W. H. CRAMER

Designer and Builder ST. PAUL, NEB.
When thinking of building or remodeling your elevator don't overlook the fact that I build and remodel GRAIN ELEVATORS that give entire satisfaction. Scales and Gasoline Engines repaired.

J. A. HORN

DESIGNER AND BUILDER

Grain Elevators a Specialty
OKLAHOMA CITY, OKLA.

RELIANCE CONSTRUCTION COMPANY

ENGINEERS AND CONTRACTORS OF

GRAIN ELEVATORS

625 Board of Trade Indianapolis, Ind.

JOHN DeKAY

CONTRACTOR AND BUILDER

Elevator and Scale Work a Specialty.
Gasoline Engine Repairing.
Correspondence Solicited.

RANDOLPH NEBRASKA

N. A. GRABILL

Designer and Builder of

Flour Mills and Grain Elevators
DALEVILLE, IND.

STEEL GRAIN TANKS

We are pioneers in this line and are building tanks in the good old fashioned way. Joints daulted and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success.
WE DO IT.

WM. GRAVER TANK WORKS, EAST CHICAGO, IND.

Steel Construction

Of Every Description

Tanks, Buildings, Elevators
ANYTIME ANYWHERE

RITER-CONLEY MFG. CO.

General Office - Pittsburgh, Pa.
New York Office - Trinity Bldg.

T. E. IBBERSON

Designer and Builder of

GRAIN ELEVATORS

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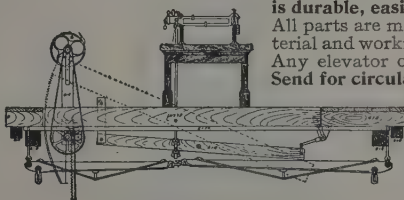
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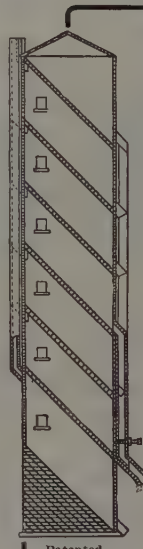
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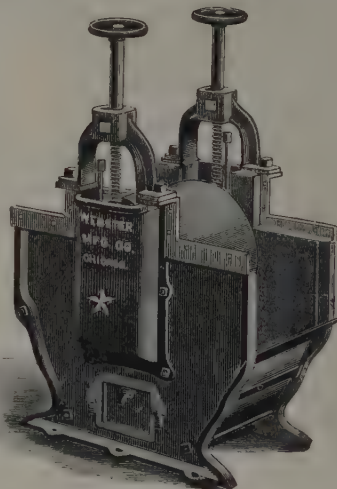


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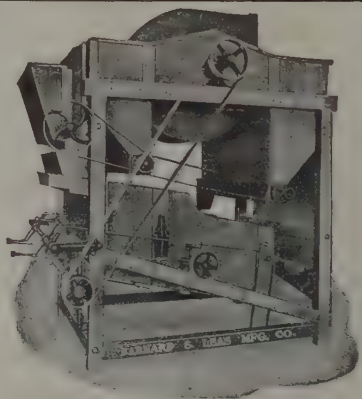


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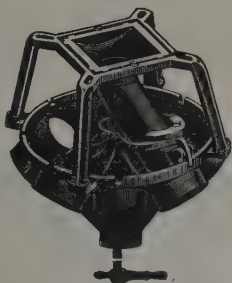
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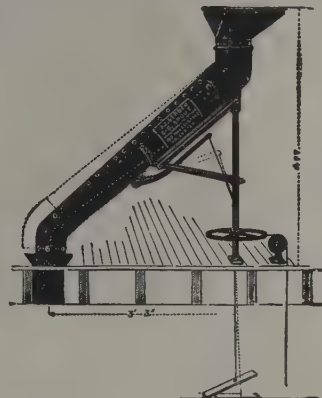
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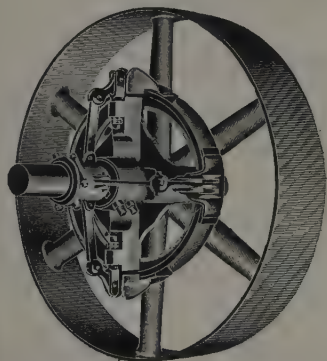
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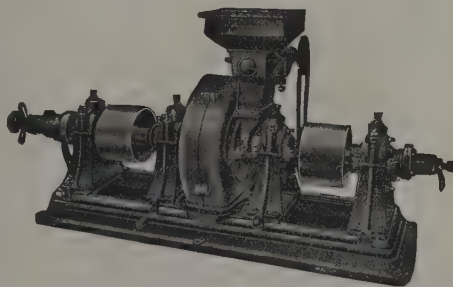
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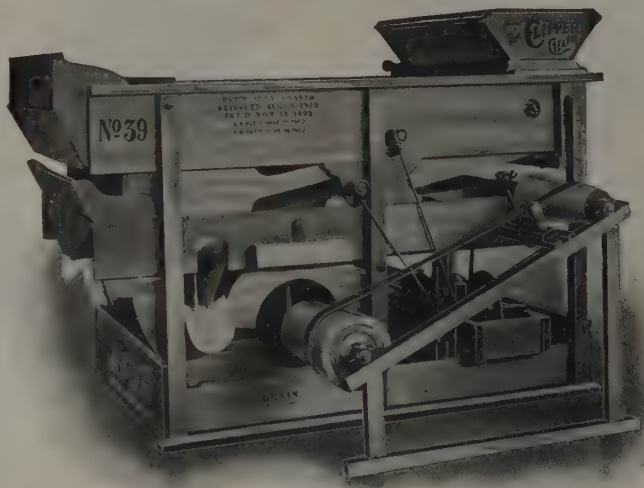
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FOR SALE or trade. Three elevators at two stations on I. C. R. R. Best stations in Central Illinois. One station capacity two elevators 110,000 bu. part ear and part shelled cribs 6,000 bu. We handle 450,000 bu. annually. Other station capacity 30,000 bu. and handle 125,000 bu. annually. Best competition at larger station and none at other. All buildings in best of condition. Good churches and schools. Reasons for selling, other business. Will trade for Illinois land or can give time on half. Address Hac, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR AT SECOR, ILLINOIS. Capacity 80,000 bushels and an oats storage room for 35,000 bushels. This is one of the largest and best elevators in Central Illinois, is 80 feet long, 36 feet wide and 50 feet high to square, has 12 h. p. Charter engine and a two-room office with roof over new Howe scales. Address John Y. Chisholm, Trustee, Bloomington, Ill.

FOR SALE. a 100 car corn station W. Ohio, on Big 4, ear corn cribs; cost \$1,500; good elevator; large feed and coal trade, worth \$7,500. A BARGAIN at \$6,500, if quick, for best reasons. Also 300,000 corn & oats, fine one house station; 60,000 cap'y; \$18,000. Terms and the best 6 room house line in the grain belt, \$75,000. John A. Rice, broker, Frankfort, Ind.

NEW ELEVATOR FOR SALE. Doing a good business; 12,000 capacity; new 15-horse power Gasoline Engine. Only elevator in town and fine location. Up to date and well equipped for handling all kinds of grain and seeds. Exclusive coal trade of the town. New coal shed, 250 tons capacity. Ship hay. 30 miles south of Topeka, Kansas. Reasons for selling, old age and rapidly declining health. Write A. W. Schenberger, Michigan Valley, Osage County, Kansas.

FOR SALE—A bargain for some one. Elevator, grist mill, cider mill and vinegar factory all connected. Situated in Eastern Kansas in a fine thriving country. The only plant of its kind within a radius of 15 miles. Gas power, cheapest on earth. Good shipping point. Stone's throw from a brand new depot on A. T. & S. Fe. Good money maker. Owners leaving for Europe. For further information address Eastern Kansas, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—45,000 bushel, thoroughly equipped elevator and corn mill in perfect condition. Situated in the largest corn belt of eastern Oklahoma. Warehouse with tracks on main street of thriving town. Unsurpassed railroad, connections with the entire South. Large shipping business; large exchange and wholesale flour, meal, feed, seed, hay and produce business. No competition. Ten towns tributary. Owner retiring from business. \$15,000, part on time; or could sell part of the stock to farmers. Address Oklahoma, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED to trade for a good elevator. F. P. Hawthorne, McPherson, Kans.

IOWA ELEVATOR—wanted at good station. Give full particulars in first letter. Julius Kunz, Wesley, Ia.

WANTED TO LEASE an elevator in Iowa, in good corn and oat territory. Address Lock Box 24, Rippey, Ia.

WANTED—An Ill. elevator for cash, handling 200,000 bu. or more annually. Conditions must be right. Address 774 N. Broad St., Galesburg, Ill.

WANTED—To rent an elevator with the privilege of buying at the end of one year. Address C. E. F., Box 1, Grain Dealers Journal, Chicago, Ill.

WANT to trade equity in good 160 acre Minnesota Farm for elevator in Northern Minn. or North or South Dakota. N. N. Biever, LaMoure, No. Dak.

HELP WANTED.

WANTED—Young man to take charge of elevator in small town. Experience and reference required. Address Maha, Box 2, Grain Dealers Journal, Chicago, Ill.

COMPETENT STENOGRAPHER—For Board of Trade position; afternoons only. Snap for experienced party. I. N. K. Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—Grain buyers and lumber yard managers for good points in Minn., North and South Dakota. State exp. S. A. Morawetz, 910 Security Bk. Bldg., Minneapolis, Minn.

STENOGRAPHER WANTED—Either sex. Must be thoroughly competent. Permanent position in a pleasant office. Hours and salary to your own liking. Address B. of T. Box 3, Grain Dealers Journal, Chicago.

MISCELLANEOUS.

ADDRESSOGRAPH WANTED—Must be in good condition. S. W. Strong, Pontiac, Ill.

ADDRESS wanted of Mr. S. Walker, formerly manager of S. Walker Grain Co., Chattanooga, Tenn. Very important. Address Evansville, Box 1, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

WE WANT either financial backing or we would prefer an active partner for an excellent grain, hay and produce business in Denver, Col. The best references as to ability, etc. Address Denver, Box 1, Grain Dealers Journal, Chicago, Ill.

BAGS FOR RENT.

GRAIN BAGS FOR RENT. From 100 to 50,000. For terms write, FOELL & CO., 123 Market St., St. Louis, Mo.

BAGS FOR SALE.

NEW BURLAP BAGS made up promptly; bottom prices. We buy reliable second-hand bags, and carry all kinds in stock; get our prices. William Ross & Co., 59 So. Water St., Chicago, Ill.

FEED FOR SALE.

OFFER—Buckwheat Feed for present and future shipment. H. J. Klingler & Co., Butler, Pa.

BALE TIES FOR SALE.

HAY BALE TIES. Large stock, low prices. Prompt shipment. Write us. J. G. Hermann & Co., Indianapolis, Ind.

MACHINES WANTED.

WANTED—2 grain cleaners, second-hand; 300 bu. per hour capacity. Must be in good condition. Wapakoneta Grain Co., Botkins, Ohio.

SITUATIONS WANTED.

WANTED POSITION with good grain firm. Have had 14 yrs. exp. in eltr. and grain. Address S. A. Pool, McCormick, O.

POSITION WANTED as manager of elevator; have had four years experience in grain. Address R. R. Letner, Ash Creek, Minn.

SITUATION WANTED as manager or buyer, Ia. preferred, by experienced grain man; references furnished. Address C. F. Hasty, Kalona, Ia.

POSITION wanted by an experienced and capable grain man as auditor or business solicitor. Address Paris, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as mgr. of eltr. line or as traveling solicitor. 10 yrs. experience. Address H. C. N., Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of grain elevator. By young married man. Best references. Iowa preferred. R. R. Stevenson, Traer, Ia., R. F. D. No. 2.

SITUATION WANTED as manager or buyer, Iowa preferred, by experienced grain man; references furnished. Address C. F. Hasty, formerly of Palmer & Hasty, Kalona, Iowa.

WIDE AWAKE Grain Man open for position as manager of elevator, have tools for repair work. Contract preferred with 3 years duration. Address O, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer for some independent firm. Have had six years experience handling grain. Married. Can furnish No. 1 references. Address A. O. Teslow, Box 120, Williston, N. D.

POSITION WANTED as grain buyer, manager or salesman; 19 years' experience in grain and milling business. Best of references. Prefer a position in Oklahoma. Address Box 14, Mountain View, Okla.

MARRIED MAN wants position as manager of country grain elevator. Thirteen years' experience buying grain hogs and selling coal and farm implements. Can give reference, private or company bonds. Address C, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with good grain firm as manager, with privilege of buying interest or all at end of one year. Perfectly familiar with all office work, bookkeeping and in business on own account last nine years. Very best of references. Address Illinois, Box 2, Grain Dealers Journal, Chicago, Ill.

MARRIED MAN wants position as second man in grain elevator; must be steady position. Have steam engineer's diploma and understand gasoline engine. Can work in office if necessary. Thirteen years' experience and can give good reference. Address A. Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—to correspond with firm in need of manager for elevator in town of 1,000 or more people. 6 years' experience in milling business; 2 yrs. in grain, coal and feed business. Thoroughly understand bookkeeping, buying, selling and handling grain, car repairing and remodeling of elevators, mills, machinery, gasoline and steam engines. Address E., Box 2, Grain Dealers Journal, Chicago, Ill.

Do You Want

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.50 per year.

ENGINES FOR SALE.

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE.—One 35-horse Charter Gasoline Engine. Late pattern. In use only few months. Moses Dillon Co., Sterling, Ill.

FOR SALE OR TRADE.—An 8 H. P. Fairbanks-Morse gasoline engine. Practically new. Hutcheson Grain Elevator Co., Roff, Okla.

FOR SALE.—Bargains in second-hand gas and gasoline engines, from 3 to 35 H.P. C. P. & J. Lauson Co., 841-7 Thirtieth St., Milwaukee, Wis.

FOR SALE.—30-H.P. Foos Gas Engine with clutch pulley. Absolutely first class condition guaranteed. The Central Brass & Fixture Co., Springfield, Ohio.

FOR SALE.—25 H. P. Woolley Automatic Gas Engine. Cheap. Fine condition. Also line of 2nd hand Gas and Steam Engines. Write us your wants. Reliable Machine Co., Anderson, Ind.

FOR SALE.—One 15-h.p. gas and gasoline engine; only been run six months; good as new. Made by the International Harvester Co. Reason for selling will move mill on railroad siding and will run by steam; no gas line. Paid \$525; will take \$425 at mill. Address C. O. Byrd, Gassaway, W. Va.

GAS ENGINES FOR SALE.

- 25 H.P. Fairbanks Morse.
- 20 H.P. Fairbanks Morse.
- 15 H.P. Fairbanks Morse.
- 2-12 H.P. Fairbanks Morse.
- 6 H.P. Fairbanks Morse.
- 16 H.P. Lewis.
- 22 H. P. Foos.
- 25 H.P. Columbus.
- 6 H.P. Columbus.
- 8 H.P. Otto.

Also fifty engines of smaller sizes and all makes. A. H. McDonald, 62 W. Monroe St., Chicago, Ill.

GASOLINE ENGINE BARGAINS 1-12 H.P. Webster gasoline engine in good condition \$150.00. 1-10 H.P. Webster gasoline engine in fair condition \$125.00; 1-10 H.P. Waterloo gasoline engine in running order \$75.00; 1-3 H.P. Lambert gasoline engine in good condition \$50.00; 1-3 H.P. Webster gasoline engine \$60.00; 1-4 H.P. Dayton Gasoline engine \$50.00; 1-5 H.P. Fairbanks gasoline engine in good condition \$110.00; 1-5 H.P. Foos gasoline engine in A1 condition \$125.00. Allen P. Ely & Co., 1110 Douglas St., Omaha, Neb.

MISCELLANEOUS FOR SALE

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, Ohio.

FOR SALE OR TRADE: 1 No. 7 Monitor Oat Clipper, 1,000 bu. Fairbanks Hopper Scale. Corn shellers and cleaners. Feed crushers and grinders. Gas Engines. All kinds of mill and elevator supplies. A. Van Camp, Decatur, Ind.

FOR SALE AT A BARGAIN.—One 20 horse-power Stanley Steamer Automobile. Very powerful machine; condition good as new. This model broke all records at Ormond Beach for speed. If you want something good see this car. Address Stanley, 707 Brandeis Bldg., Omaha, Neb.

MACHINES FOR SALE.

FOR SALE.—One No. 5 Eureka Oat Clipper in good repair. The Cleveland Grain Company, Cleveland, Ohio.

FOR SALE.—One 2-hole corn sheller, one 14-inch French Buhr Mill; bargains. Address Lewis Stewart, Fort Scott, Kas.

FOR SALE.—One No. 5 and 7 Clipper grain and seed cleaner; in good repair. Address C. A. Stockmeyer, Caseville, Mich.

FOR SALE.—One No. 9 Invincible Oats Clipper, almost new and in first class condition. Must be sold at once to make room for larger machines. Stege Grain Co., Matteson, Ill.

FOR SALE.—1 Western Corn Sheller No. 4½. Capacity 400 to 500 bu. per hour. 1 Marseilles Corn Sheller, size 1, capacity 400 to 500 bu. per hour. 1 Western Suction Fan, 45 inch fan, capacity 500 bu. per hour. These machines have been thoroughly repaired and are first class. Address A. H. Richner, Crawfordsville, Ind.

ENGINES AND BOILERS.

FOR SALE.—1 23 H. P. Steam Engine good as new. Also 30 H. P. Boiler. Sheets & Paul, Botkins, Ohio.

GOOD BOILERS FOR SALE.

4-60 In. Diameter 16 ft. long, 90 H. P. 58 Flues. Address South Chicago Elevator Co., 240 La Salle St., Chicago, Ill.

FOR SALE.**ENGINES AND BOILERS.**

Engines—Corliss, Automatic and Throttling, all sizes from 1 to 500 H. P. Boilers—Horizontal, Portable and Vertical, all sizes from 1 to 200 H. P. Pumps, Heaters, Tanks, Saw Mill and General Machinery.

Write for our prices on your requirements.

The Randle Machinery Co.
1748 Powers St. Cincinnati, O.

SCALES FOR SALE.

SCALES for elevators and mills; low-cost prices. Chicago Scale Co., Chicago.

FOR SALE one pair of Fairbanks track scales, second hand. S. W. Allerton, Allerton, Ill.

ONE 600 BU. Fairbanks hopper scale, good as new, for sale. Address McLeod Bros., Bloomington, Ill.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE: New and second hand wagon, hopper and R. R. Track scales at reduced prices. All kinds of scales repaired. Beckman Bros., Des Moines, Iowa.

SCALES FOR SALE.—60-ton Fairbanks, 42 foot R. R. scale; iron frame pattern; first class condition. Price only \$275.00. The Standard Repair Dept., 50-52 So. Canal St., Chicago, Ill.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

MILLS FOR SALE.

FOR SALE.—One hundred fifty-barrel flour mill in good wheat country. Been built one year. Write C. W. Trippy, Ringwood, Okla.

PAYING GRIST MILL, Wood County, Ohio. Good reasons for selling. Half cash, balance time or real estate. Address Hio, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE.—A well equipped 50 bbl. mill located on B. & O. R. R. near Butler, Richland Co., Ohio. An excellent never failing water power. Plank & Neal, Butler, Ohio.

FOR SALE.—A 50 bbl. water power flour mill. Warehouses, 8 room dwelling. Adj. Yakima reservation which will soon be opened for settlement. E. Goins, Yakima City, Wash.

FOR SALE 60 bbl. Plansifter Mill at Dry Ridge, Ky. Plenty wheat, fine grist trade. Rare chance for first-class miller who has little money. Address Robt. Taylor quick, Higginsport, O.

MILL FOR SALE.—Modern, up-to-date, in excellent repair. Running every day. One Hundred Fifty barrels capacity of flour. Fifty barrels of meal. Nice line of cash car-lot customers. Address, J. W. Moran, Lamar, Mo.

FOR SALE or trade. 175 shares, par value of stock, \$100.00, in an A No. 1 up-to-date flouring mill; capacity 240 barrels daily, now running and a good money maker. For cash consideration will make a close figure. Address F. N. B., Box 5, Grain Dealers Journal, Chicago, Ill.

50 BBL. FLOUR MILL, water power, fully equipped elevator cornsheller, new, all run by water, 17 acres of land, 8 room house, side track at mill for shipping grain, coal bins, all for \$6,000. Come and see this property on Big Four R. R. Address John W. Yeazell, New Moorefield, Ohio.

AN UP-TO-DATE FLOUR MILL to let or for sale. New and up-to-date machinery, Corliss engine, new water-tube boiler, heater, pump and everything to economize operation; capacity about 60 barrels per day. Also has water power right and chopping outfit. Will sell for \$10,000 or rent for \$1,000 per year. Linder Shoe Co., Carlisle, Pa.

WANTED: An experienced flour mill man to buy stock in a 125 barrel mill and operate, or to buy all. Mill is new located in corn and wheat country and has a good business already established. Allis-Chalmers machinery. Corn meal outfit in mill will make 200 to 300 bu. meal per day. Cause for selling, bad health. Address H. K. Holman, Fayetteville, Tenn.

FOR SALE.—One Ohio Mill (good value) \$6,500, quick for \$2,900 sale. Situated in the best section of Ohio, 32 miles from the beautiful city of Cleveland. Only mill in township of 6 miles square. Fifty barrels daily; enough work to keep mill running night and day. Two and one-half story building, slate roof; large basement; 50 inch James Leffel water wheel. Elegant water power the year around. Water fall to wheel over 41 ft. Everybody who ever owned this mill made a small fortune. Large barns and chicken houses; 4½ acres valuable land; 50 fine fruit trees. Water rights with mill. Building equipped with all machinery necessary to a successful mill. If I can sell quickly I will sacrifice the entire thing for the low sum of \$2,900; fully worth \$6,500. Arthur W. Collier, 1325 E. 86th St., Cleveland, O.

SEEDS WANTED.

FIELD SEEDS and kaffir corn. Send samples. J. Oliver Johnson, Chicago.

NEW SEED WHEAT wanted of varieties Poole, Nigger, Gypsy or Early Ripe. The J. E. Wing & Bros. Seed Co., Mechanicsburg, Ohio.

WANTED—To buy millet for chicken feed, small lots or car load. Please send sample and price and state how much you have to offer. Address P. O. Box 772, Peoria, Ill.

WANTED.—Alsike badly mixed with timothy, Clover badly mixed with buckhorn. Send large samples and lowest prices. Address Samuel Franks, Millersburg, Ohio.

BRAN FOR SALE.

NEW BRAN: We are making prices for July and August shipment. Let us hear from you if interested. F. G. Olson Grain Co., Wichita, Kas.

COTTON SEED MEAL FOR SALE.

COTTON SEED MEAL for sale. We are manufacturers. Can quote low prices on best grades. Chickasha Cotton Oil Co., 136 L. S. Exchange, Kansas City, Mo.

ALFALFA MEAL FOR SALE.

We are booked ahead on ALFALFA MEAL. Let us send you sample and prices delivered. F. G. Olson, Wichita, Kas.

ALFALFA MEAL

and Alfalfa Stock Foods

The most economical, the least expensive. Write for prices.

H. C. THOMPSON, Wichita, Kan.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

SEEDS FOR SALE.

GRASS SEED, Seed Grain, Onion Sets, Cow Peas, etc., for sale. D. I. Bushnell & Co., St. Louis, Mo.

ALFALFA SEED FOR SALE. Fancy cleaned, Kansas grown; free from dodder and other impurities. \$10.00 per bushel. C. C. Norton's Sons, Greenfield, Ohio.

ALFALFA SEED. Northern grown. Non-irrigated. While it lasts we will guarantee the seed which we now have to be free from Dodder and Trefoil. Right prices. The J. E. Wing & Bros. Seed Co., Mechanicsburg, O.

GRAIN FOR SALE.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

NEW WHEAT: TURKEY hard and ordinary. MILLING wheat. Samples and prices on application. F. G. Olson Grain Co., Wichita, Kansas.

WANTED—Every miller in the United States who is interested in grinding the best wheat grown to write us. Kansas Turkey wheat will be on the market soon. Nothing better grown. We make a specialty of it. Ship direct from country stations to mills. The Western Grain Company, Wichita, Kansas.

GRAIN WANTED.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

PROPOSALS FOR FORAGE AND STRAW.—Chief Quartermaster's Office, Atlanta, Ga., August 1, 1908.—SEALED PROPOSALS will be received here until 11:00 A. M., September 1, 1908, for furnishing corn, oats, bran, hay and straw at Atlanta, Ga.; Fort Barrancas, Dade, DeSoto and Key West Barracks, Fla.; Fort Caswell, N. C.; Forts Fremont and Moultrie, S. C.; Forts McPherson, Ogelthorpe and Screven, Ga.; Fort Morgan, Ala.; and Jackson Barracks, La. Information furnished on application here or to Quartermasters at Stations named. U. S. reserves the right to accept or reject any or all proposals or any part thereof. Sam R. Jones, Lt. Col. & Chief Quartermaster.

HAY WANTED.

W. D. POWER & Co., Commission Hay and Straw, 601 West 33rd St., New York, are in the market at all times for large and small Hay of a good quality. Will purchase outright or handle on commission. Correspondence solicited.

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CONSIGNMENTS

J. R. TOMLIN GRAIN CO.

KANSAS CITY, MO.

MEMBER: Kansas City Board of Trade;
Chicago Board of Trade

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THE ALBERT DICKINSON CO.

Clovers
Timothy
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Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
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Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

RATS EMBALMED

Give them a banquet tonight. No Live Ones Next Morning and No Odor—Testimonial from every user on file—Don't postpone, send today \$2.50 by money order for a one pound package.

DIX & CO.

Sole Agents for FELIX GIRARD EXTERMINATOR, Room 64, 121 La Salle Street, Chicago.

600,000 BUSHEL OF WHEAT

CHOICE No. 2 RED FORMERLY STORED IN
ARMOUR'S ELEVATORS

At 16th Street and Stewart Avenue, Chicago

The majority of this wheat is dry and in good condition. We purchased it outright, and must make immediate removal from the elevator. In consequence we will Cut the Market Price 25 to 50 Per Cent depending on the grade. It will run from No. 1 milling down to feed stuff. Sold in car lots only.

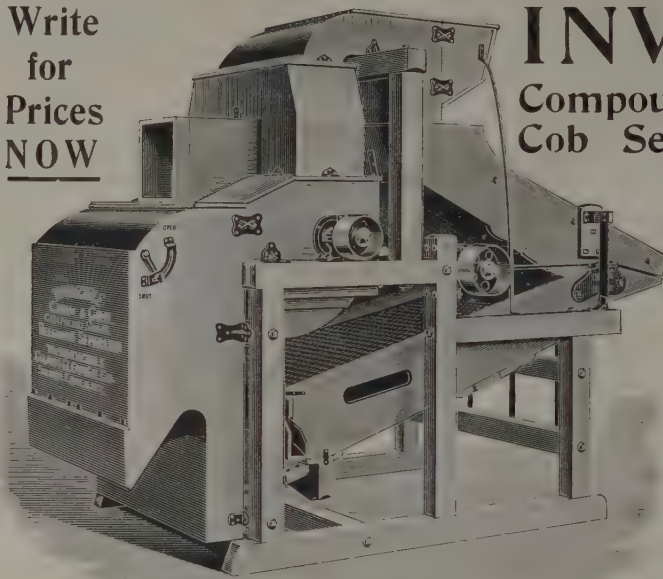
Sale Begins Monday, August 10th and will continue until every bushel has been disposed of. If you're "with us" you can make a lot of money. Our representatives will be at the Armour Elevator. Will load cars while you wait. You can see it loaded and buy on the spot. That's the only way we'll sell the wheat. Will You Come?

Stewart Avenue is the first street west of the river. Take any car to 18th street, transfer west to Stewart Avenue, and walk two blocks north.

CHICAGO HOUSE WRECKING CO., Main Office: 35th and Iron Streets. Telephone Yards 1900

BRANCH OFFICE: ARMOUR ELEVATOR "F," STEWART AVE. AND 16th ST.

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for
Prices
NOW



INVINCIBLE

Compound Shake Corn and Cob Separator and Cleaner

DON'T ALLOW crop reporters to scare you into pessimism by reports of damaged fields of corn. Get ready to handle the big crop which will be harvested in your section of the country and put in a cleaner. If you investigate you will buy an

INVINCIBLE

This machine is built for cleaning corn and separating the cobs from shelled corn as it comes from the sheller. This machine is equipped with screens for cleaning wheat, oats and other grain. Its motion is the INVINCIBLE form of compound shake, which holds the cleaner steady while running. Put it any place in the elevator and it will do good work. Send for Catalog No. 15.

For **HOW IT RUNS** write **Invincible Grain Cleaner Co.,** Silver Creek New York

Recent improvements in the
BEALL ROTATING CORN, OATS AND WHEAT CLEANER
place it in a class by itself.

You will buy one when
you learn its advantages.

The Beall Improvements Co.
Decatur, Ill.

GRAIN DEALERS JOURNAL

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A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., AUGUST 10, 1908.

CHICAGO has a few wooden elevators left, but they will not last long at the 1908 rate of destruction.

OILY WASTE scattered about the floor of your engine room increases the fire hazard and encourages carelessness.

COUNTRY buyers who do not test and discriminate against light weight oats are sure to get their house full of chaff.

WARN your farmer patrons against wheat wizards with amazing tales of enormous yield. Of course they have seed to sell.

"NATURAL SHRINKAGE" is too indefinite to be tolerated, by business men who know anything about grain. Sometimes it absorbs moisture.

AN OHIO elevator tired of its load recently, dropped 2,000 bus. of wheat and notified the owner that a stronger elevator was needed for his business. No lives lost.

WET WHEAT is being offered at some country elevators and most of the owners who have no dryer to handle the stuff are refusing to receive it. The better policy would be to load it separately and ship quickly to a central market having a first class dryer.

THE GRAIN DOOR problem is giving some railroad men considerable worry and will be solved if grain shippers take it upon themselves to keep protesting against the losses due to poor doors.

ALFALFA mills continue to increase in number and capacity and a large decrease in the acreage of corn and oats should follow. The wonderful returns obtained by every one who grows or grinds alfalfa is sure to result in a largely increased acreage.

MORE grain dryers are now being "perfected and invented" than any time previously, and a flood of new machines may soon be expected. The experimental period in the grain dryer problem was almost as long as the experimental period in the automatic scale.

KING CORN is leading a very precarious existence, if what the so-called crop experts report be true. In some sections Captain Drouth has shriveled his fields and the dry, yellow sentries stand guard of one faint hope—that they may at least escape the nipping greed of Jack Frost.

SEED SHIPPERS who clean their seed will often realize a handsome profit by sending samples of their tailings for bids. One shipper recently realized almost three times as much as he thought stuff was possibly worth and is now wondering how long it would take for a good seed cleaner to pay for itself.

GRAIN DEALERS should not overlook the plank of the new Independence Party which provides for Federal Inspection of grain. While this inane organization has little chance of foisting Government Inspection upon the grain trade still this plank shows that the American Society of Equity is not without influence.

THE annual meeting of the Grain Dealer's Nat'l Ass'n at St. Louis Oct. 15, 16 and 17 promises to be one of the best ever held by the organization, notwithstanding the political campaign will be waxing warm. Many dealers are already planning to attend and some have engaged rooms at the Southern Hotel, which has been made headquarters.

AN ILLINOIS banker who operated elevators at two stations stored grain for farmers free until they desired to sell. The rising markets tempted him to ship the stored grain and he yielded, but too soon, for when he settled with some of the farmers for their stored grain he did so at a loss of twenty-five cents per bushel. Some farmers as well as some country elevator men have paid dearly for their knowledge of the free storage business. No dealer can afford to speculate with another man's property. If you must store charge a profitable fee for your bin space.

AN OKLAHOMA dealer whose leaking lantern caught fire, attempted to extinguish it by striking it against a pulley, with the natural result that the plant was soon in flames. Defective lamps or lanterns are extremely dangerous about an elevator and the minute they are discovered, whether lighted or not, they should be thrown far from the plant.

SOME Illinois bankers are seeking trouble by inspiring local newspaper publishers to discourage farmers accepting checks on distant banks in payment for grain. The next thing some of these bankers will be starting a co-operative elevator and then the grain growers, whom the bankers appear to be especially interested in will start a Farmers Bank.

CLAIM AGENTS insist that the number of claim papers in support of claims against railroads lost is trifling as compared with the total number of claims handled. Even tho the number is not large it does not excuse or justify the losing of a single claim. The suspicion is abroad that some papers are thrown in the waste basket because the Claims Dept. hopes thereby to discourage the claimant.

NO REPORTS of elevators collapsing have as yet come to hand, and no doubt they will become fewer and fewer hereafter, because grain dealers are building larger and stronger elevators and entrusting their designing and construction to experts who have had special training in this line. So many of the barn builders houses have fallen few grain men dare to purchase one of their so-called elevators lest it fall on them.

SEVERAL CENTRAL markets instead of striving to bring the grain grades of the country to uniformity are adopting new rules providing for additional grades and thus assisting the cause of confusion and complexity. If Congress would but enact a law requiring all rules governing the grading of grain which are used in inter-state and foreign trade to be uniform, the trade would do away with several thousand rules which serve now only to mislead even experienced traders.

RECENTLY an Iowa boy pulled a slide at the bottom of a full bin and his life was saved only by fast work by a number of men. The elevator owner was given a bad scare and the boy will pull no more grain valves. Another experience of this same kind occurred at Mount Claire, N. J., last Saturday, but the valve puller was none other than an old gray horse who, tho buried in an avalanche of oats, was not the least alarmed or injured. In fact, when he was discovered he was cheerily eating his way out. Guard your bins against the valve pullers and thereby save grain, lives and trouble.

THE U. P. R. R. is said to be seeking an injunction against the enforcement of the I. C. Commission's order suspending the payment of elevation allowances to Peavey & Co. In order to facilitate matters the U. P. R. R. should at the same time ask an injunction to restrain other Omaha grain elevator operators from suing it for elevation allowances on grain received by them from it. A favorable decision would be just as likely in one application as in the other.

THE CONDITIONS of the proposed uniform B/L which was recommended by the Interstate Commerce Commission and published on page 113 of the Grain Dealers Journal for July 25 are not receiving that silent approval from the grain dealers of the country which the railroads had expected. Even Philadelphia receivers are thoroughly aroused to the iniquity of the provisions of this new bill and they are working earnestly to induce the grain dealers of the country to protest.

FOUNDATIONS of country elevators have so long been slighted it is decidedly encouraging to learn from news columns of recent Journals that many owners of grain elevators are now tearing out the flimsy supports of their houses and installing heavy concrete walls and covering floor of basement with enough water-proof cement to keep out moisture and rodents. With such a foundation the cleaning of the basement at frequent intervals is greatly encouraged, for it will not require much time or labor.

THE LATEST elevator to be sacrificed to sparks from passing locomotives was located at Beresford, S. D. Grain dealers whose elevators are located on their own land do not have to bring suit to collect damages for losses so occasioned. The claim agent of the offending railroad is on the ground next morning when the property destroyed is not on right of way. At many stations shippers can buy ground enough for their elevator and driveway for less money than some carriers are now asking as a yearly rental.

SHIPPERS to Pittsburg having the option of using either the B. & O. or the Pennsylvania R. R. are turning their shipments to the Pennsylvania because by so doing they reduce the chance of suffering loss after grain has arrived at the terminal. The B. & O.'s grain tracks are low and occasionally flooded, while those of the Pennsylvania are on another side of the city, above high water. Several dealers whose grain was destroyed while in the B. & O. yards are now suing that company for the amount of their loss, and what is more, they are telling shippers of their experience with

the B. & O. and the bulk of the grain is said to be going via other lines. Hence the B. & O. is sure to pay dearly for ignoring the property rights of grain dealers, whether it wins its law suit or not.

IMPROPER CERTIFICATION OF EXPORT GRAIN.

M. H. Davis, formerly a miller of Shelby, O., and now Special Agent of the Department of Commerce and Labor, in a recent report from the United Kingdom, reiterates and emphasizes the complaints of European buyers of American grain, and after reviewing all that has been done by senator p. j. mcCumber, and other champions of federal inspection, he sounds a direful warning to the grain exchanges of the United States, which seem unwilling to treat the complaints of European exchanges with common civility. In addition to the oft-repeated complaint of shipments off in grade, he files even a graver charge—that of short weight.

We do not believe that any exchange now having control of weights and grades would permit of such swindling practices. Small ports, whose grain committees are made up of carpenters and politicians, might wink at practices of this character by their friends, but if foreign buyers were at all discriminating they would soon favor the ports where they would be able to secure what they bot.

Mr. Davis seems to consider the inaction of American grain exchanges more than discourteous. The trouble is, neither he or the International Committee of the European grain exchanges, understand the powers controlling the making of rules and the grading of grain in the markets of the United States. The export ports on the Atlantic and of the Gulf are each so jealous of the other and fearful lest some advantage be gained that all are content to drift along in the old way, and with no attempt whatever at attaining uniformity. Some consider uniformity hopeless.

The interior markets, or at least some of them, are controlled absolutely by politicians and the grain exchanges have about as much influence with the rule-making authorities as the International Committee. The domestic trade has suffered much more than the foreign buyers by reason of inefficient inspectors, multiplicity of rules and careless grading, and they will continue to suffer until their losses force them to take the steps necessary to bring about the long needed reform. The shippers of the country, almost to a man, are heartily in favor of uniform rules and uniform grading throughout the land, and their support of the federal inspection campaign is prompted by this desire and their firm belief that the present grain inspection

authorities are determined to continue confusing shippers by a multiplicity of rules and a duplicity of grading.

The rottenness frequently divulged by the investigations of political inspection departments, and the incapacity of many political inspectors, as proved by bitter experience, should be enough to warn all grain dealers against doing anything which will incur the grain trade with another set of politicians. Yet some sufferers are so grievously impressed with the need of a change that they grasp at federal inspection as tho it were the only remedy, when in reality it would prove a very unsatisfactory makeshift. The members of the grain trade are far more competent to remedy existing abuses than all the politicians known to history and it does not seem possible that the present confusing methods can long be continued.

EFFECT OF GRAIN BUYERS ACCEPTING ALL GRAIN.

Some of the agricultural colleges and a few of the agricultural journals, such as "*Wallace's Farmer*," have begun a campaign to force the country grain buyers to pay for grain according to grade instead of according to its kind. Wherever competition is at all keen country grain buyers are loath to buy grain according to grade, altho they well know they must sell it by grade. Naturally this discourages farmers making any attempt to improve the quality or grade of the grain marketed. Hence, all the work of the agricultural experiment stations and the seed corn specials are for naught.

Many buyers lack backbone enough to discriminate against the off-grade stuff in favor of the good. They seem to fear that should one single wagon load pass from their scales to a competitor it would be followed by the rest of their trade.

Dealers who have tried buying by grade know full well that thereafter they always have first chance at grain of true quality, because they soon establish a reputation for being able to recognize quality and being willing to pay for it. So long as the shiftless farmer is permitted to believe that he can obtain as good a price for dirt, straws, shriveled and spoiled grain at an elevator he will surely have no hesitation in marketing the worst stuff the threshers deliver to him.

Dealers who discriminate sharply against poor grain never suffer by reason of their shipments being graded "Rejected." Lax methods in buying encourage slothful preparation of shipments. If grain were bot by grade and carefully classified, every shipper would realize a more certain profit from his business, and each year's trial balance would no doubt show larger balances on the credit side.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

BILLING SHOULD FOLLOW THE GRAIN.

Grain Dealers Journal: In your Journal I noticed a question—"Does the purchase of corn entitle the buyer to billing privilege?" We wish to take exceptions to your decision in this matter on the following grounds: The rebilling privilege on grain as we understand it is supposed to be a privilege to carry forward the same grain or practically the same that was received and is not given by the railroads with the understanding that it is to be used to send forward other grain.

Of course, it is generally understood that when grain goes into elevators it loses its identity, but it does not lose its identity when it does not go into a man's elevator. He sells grain and uses the billing to send something else from his elevator. We are sure if the railroads were watching these things carefully they would not allow the rebilling of grain under these conditions, and it is my belief that the billing should follow the grain in all instances. Very truly yours, G. E. Ady, Denver, Colo.

ADVANCING CAPITAL TO COUNTRY SHIPPERS.

Grain Dealers' Journal: What is the duty of the commission merchant regarding advances to country grain dealers? Should a receiver assume the functions of a banker in dealing with his trade, thereby putting himself in a position which is liable to bankrupt him? Is it right that competition for consignments should be based upon the amount of money a firm will loan without security? Two of the commission houses which are among the foremost in Minneapolis were about swamped last year by loans at the time the panic came on. We have firms in Minneapolis which advance all the way from \$1,000 to \$30,000 to a single shipper.

We are loaning the money and have believed it was alright to secure business upon such a basis, but many dealers here are changing their opinions, and it is likely a revision will come in the methods of loaning money just as other systems of business have been changed during the last four years.

It was only a few years ago that Chicago was burdened with a few companies who did about all the grain business. They received what was then termed "special privileges" in the way of rebates, elevation allowances, etc., and no small company could compete with them. Now all this has changed. The special privileges have been abolished and the result is that the small man in business has just as good a chance as the big man with his bulging bank book.

In Minneapolis we are sorry to say this is not true. The grain business here is a money loaning business and the shrewdest "banker" in the grain business makes the most money here. When will this come to an end? When will the country

dealer rely upon his home banker for cash when he needs it? When will soliciting shipments be confined strictly to the limits of legitimate business? What do the receivers who are loaning the money think about it? What do the shippers who are getting the money *honestly* think about it?—Minneapolis.

OPPOSED TO "NATURAL SHRINKAGE" PROVISION OF NEW B/L.

Grain Dealers Journal: Our committee in charge of the question of deductions by carriers from claims of shippers, to cover an alleged "natural shrinkage" of grain in transit, has had occasion to examine the provisions of the new form of bill of lading [see pages 112 and 113, Grain Dealers Journal for July 25] recommended by the Interstate Commerce Commission, as published by that body, and finds therein an objectionable condition which exonerates the carriers from any liability caused by "differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights, etc."

This condition has just now been called to our attention by the general claim agent of the Lehigh Valley Railroad Co., as justifying the contention of his and the other lines operating to this market that they are entitled to deduct one-fourth of 1 per cent on the invoiced weight from the claims of receivers or shippers. He adds: "I take it from this that it is generally recognized that there is a natural shrinkage in grain, and I trust that there may be no further contention on that point."

We do not concede this, but rather incline to the view of Mr. W. M. Hopkins, manager Transportation Department of the Chicago Board of Trade, that there is no logical reason for the deduction. He says further: "Any commodity the weight of which will shrink in transit will under certain conditions accumulate weight in transit, and, therefore, the benefit of the accumulated weight would average probably an amount equal to the shrinkage in weight, giving to the carrier its full earnings on the average."

Inasmuch as this question of "natural shrinkage" is one that has been widely discussed of late, and as many of the railroad claim departments are just beginning to require a deduction from claims to cover it, while others have only recently ceased the exaction, the present would seem to be a very opportune time for commercial bodies to consider carefully the terms of the new bill of lading before recommending or agreeing to its use. It would be a wise step, in our judgment, to endeavor to ascertain the need for this concession by the grain trade, to know what percentage is to be allowed or exacted, and how and by whom the percentage shall be determined. Under present conditions the exaction varies from one-eighth of 1 per cent to 1 per cent, where anything is taken, and a great many shippers and many markets are not required to deduct anything from their claims. Some shippers in some markets are wholly exempted, while others are forced to allow a concession that varies according to the resisting power of the merchant.

The new form of bill of lading is not mandatory, but is only recommended by the commission, which hedges somewhat in its printed introduction to the pamphlet published by it. The condition, so far as interstate business is concerned, would seem to interfere or conflict with that provision in Section 20 of the "Act to Regulate Commerce" which prescribes

that carriers shall be held responsible to the holders of bills of lading for any loss, damage or injury . . . "and no contract, receipt, rule, or regulation shall exempt such common carrier, railroad, or transportation company from the liability hereby imposed." While this should protect the holder of a bill of lading, it would seem to be worth while for all commercial bodies and grain merchants to consider carefully the new form before accepting it as satisfactory. Very truly yours, Frank E. Marshall, Secy, Commercial Exchange, Philadelphia, Pa.

INFESTED WITH FLY-BY-NIGHT DEALERS.

Grain Dealers Journal: We understand your policy has always been to uphold the straightforward, legitimate dealer as against the fly-by-night curbstone man, who is here to-day and may be somewhere else to-morrow. Our state and city have been considerably infested with the latter class of dealers for the last several years.

A year or two ago somebody doing business as the Denver Hay & Grain Co. started in, and we believe afterwards went thru bankruptcy, altho some of their creditors were able to get judgment against a dealer here on account of an implied partnership.

Then the Union Hay & Grain Co. started in here and succeeded in getting a large amount of grain shipped on which the shipper lost considerable money.

The Phelps-Donahue Grain Co. started in here a while back, and now we understand that Mr. Donahue is serving a term in the county jail.

We want to advise your readers there are others here who will follow in the footsteps of their predecessors. The Colorado Grain Dealers Ass'n will gladly advise anyone wishing to ship to this market as to the reliability of any firm doing business here. Very truly yours, G. E. Ady, President, Denver, Colo.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

PROPER EQUIPMENT AND SPEED OF LEG.

Grain Dealers Journal: Referring to the inquiry by M. Young & Co. about an elevator 50 ft. high with 11x6 buckets, we notice that they specify a 17-in. belt, which is very much wider than is necessary for 11-in. buckets. Twelve-inch belt is the standard for this size of bucket. We would recommend a 40-in. diameter pulley running 34 R. P. M., with the buckets spaced 16 ins. between centers of bolt holes. This elevator, using round bottom elevator buckets of the Avery or Salem type, should carry, if properly fed at the boot, 2,000 bushels per hour. The bottom of the discharge spout should be placed 35 to 45 degrees below a horizontal line running through the center of the elevator head shaft. Forty-five degrees is generally used where material like rock is being elevated, but for grain 35 degrees would probably give just as good results. H. W. Caldwell & Son Co., Chicago, Ill.

Crop Reports

Canada.

Winnipeg, Can., Aug. 4.—Geo. M. Le Count, representing Finley Barrell & Co., wired from Saskatchewan Aug. 4 that wheat all along the Canadian Pacific from Winnipeg to Humboldt is in excellent shape. If frost holds off 15 days it will average 20 bush. per acre. There is no black rust.

Winnipeg, Can., Aug. 1.—Harvesting has begun. Some spring and winter wheat and barley cut the last of July. Wheat harvesting will be general around the 10th of this month. It promises to be a good average crop, possibly 17 bush. per acre. Total acreage for the three provinces 8,170,000 acres. Total wheat crop around 103,000,000 bush. Dry and hot weather damaged the grain some. There has been enough rain for the summer fallow, new and well cultivated lands but for the lighter and poorly cultivated. Much of the grain sown on stubble land, without ploughing, is a poor crop. On some fields it is thin because of poor seed being sown. The Ontario fall wheat crop is good. Threshing will begin in a few days.—Campbell & Wilson.

Illinois.

Fisher, Ill., Aug. 4.—Oats nothing, threshing half done and not a load in yet. Corn burning up.—C. M. Ricketts.

Kingston, Ill., Aug. 6.—Some fields of grain very good and others poor on account of being too wet. Corn looking well on rolling ground but on flat land is poor.—B. F. Uplinger.

Chicago, Ill., Aug. 3.—In answer to a circular letter sent to grain dealers in Ill. Marfield Tease & Noyes received about 150 replies in which the majority of the dealers stated the Ill. oats situation is way below normal, even below that of last year, while the prospect for corn is fine.

Meredosa, Ill., July 25.—The wheat here is good, but not going into market very freely, the farmers holding for a higher price. Corn looks fine but is later than usual. There was quite a large acreage of corn and wheat drowned out on the low lands near the river.—A. L. Leslie.

Texas City, Ill., Aug. 5.—Threshing is all completed in this section, and we have only about 60% of an average crop, but quality generally good. Oat crop very poor. Corn needing rain very badly, and if it does not rain in the next ten days, the crop will practically make nothing that will be suitable for market.—W. T. Garner.

Fisher, Ill., July 30.—Corn in this locality is going to pieces badly, and will never, no matter how good the weather conditions from now until maturity make over half a crop, same being due to the small corn, bad stand, and exceedingly hot, dry weather. Oats are yielding on an average about 16 bu. per acre, quality very good. We are.—R. T. Miles & Co.

Indiana.

Frankfort, Ind., Aug. 3.—Oats only ½ crop; corn needs rain.—Stewart & Strange.

Auburn, Ind., July 30.—Corn and hay good. Oats not more than half crop. Wheat good, threshing this week.—J. M. Carmer.

Boswell, Ind., July 31.—New oats coming some this week, yield from 15 to 20 bush. per acre; testing from 26 to 30, but hardly dry enough to thresh. Corn doing well, but needing rain.—John C. Hargrave.

Aylesworth, Ind., July 30.—Wheat is all threshed, yielding from 20 to 40 bush. per acre and is of good quality. Oat crop very light, 20 to 35 bush. per acre. Corn is looking very well and with plenty of moisture and late frost will equal last year's crop.—W. M. Rusk.

Ft. Branch, Ind., July 29.—Threshing completed, return shows about ½ crop, grain very fair and price being very extra good, price opened at threshing July 2, opened at 77c and continued without a break to 87c. More stored wheat with the farmer than ever and no doubt there will be free marketing all the year.—L.

Bourbon, Ind., Aug. 1.—Have a good crop of wheat to handle this year, about all threshed out of the field, hauled to market and sold. Commencing to thresh oats; good fair article but not many bushels, 20, 30 and now and then 40 bush. to acre. Corn looks fairly good, but very uneven, need rain.—G. D. Ettinger, sec'y Bourbon Eltr. & Milling Co.

Indianapolis, Ind., July 31.—Oats, wheat and corn beginning to come in now. Quality fine.—White Bros.

Goshen, Ind., Aug. 1.—The quality and yield of wheat in this vicinity is very satisfactory. In fact, it is the best we have had in many a year. The wheat tests from 60 to 64 lbs. and a number of farmers report that their wheat averages 40 bu. to the acre. Oats are now being threshed. The quality is very good, although they do not weigh very heavy, from 23 to 30 lbs. to the bushel, say. Corn promises to be a fair crop, providing we get rain in a few days. It is dryer now than it has been at any time this season.—The Goshen Milling Co.

Iowa.

Maynard, Ia., July 31.—Crops are fairly good around here.—A. W. Swine.

Ireton, Ia., Aug. 1.—Oats and corn here about 75% of an average crop.—B. L. Wilcox.

Correctionville, Ia., Aug. 5.—Corn is 20% better than last year. Oats very light.—A. W. Bickel.

Ida Grove, Ia., Aug. 7.—Oats and barley are very light. Corn about 90% of average crop.—P. E. Lund.

Onawa, Ia., August 8.—Corn about 95% here. Wheat will average about 15 bu. per acre.—J. H. Loomis.

Kingsley, Ia., Aug. 4.—Corn is 15% better than last year, and oats a little light.—T. S. Cathcart & Sons.

Wall Lake, Ia., Aug. 7.—Oats are yielding 35 bu. per acre. Corn is about 100%. Barley good.—Wm. Claussen.

Mapleton, Ia., Aug. 7.—Wheat good. Oats very light, both in weight and yield. Corn an average crop.—C. W. Boyer.

Galva, Ia., Aug. 6.—Corn is better than last year. Oats will yield 30 bush. per acre; barley, 35 bush.—R. L. Schroeter.

Holstein, Ia., Aug. 6.—Corn here the best it has been for years. Oats about 75% of an average crop.—A. W. Herrig.

Odebolt, Ia., Aug. 7.—Oats very poor, being about 70% of average crop. Corn and barley about 90%.—Alfred Krusenstjerna.

Ruthven, Ia., July 31.—Harvest about half done; oats 2-3 of average crop. Corn doing well; acreage 75%.—Joel Whitman.

Whiting, Ia., Aug. 8.—Wheat is averaging 20 bu. per acre in this vicinity. Corn about 75%. We are in need of rain.—F. E. Smith.

Montgomery, Ia., Aug. 7.—Crops are looking bad down here. This makes the fifth bad year, and the country certainly shows the effects.—V. L. A.

Lawton, Ia., Aug. 4.—Corn will be 10% better than last year. Oats will be about the same as a year ago.—Nye, Schneider, Fowler Co., G. B. Selmer, agt.

Schaller, Ia., Aug. 6.—Oats are very light here. Barley light in weight, but will yield about 35 bush. per acre. Corn is 75% of an average crop.—V. L. Requisite.

Spencer, Ia., July 28.—Crop conditions are favorable. Oats not in excess of last year. Corn doing well and promises to be a fair crop.—DeWolf & Wells Co.

Spirit Lake, Ia., July 29.—Oat crop very light in this locality, not a half crop. Corn late but is doing well now. Threshing for two weeks.—Knudson & Hardman.

Milford, Ia., July 29.—Harvesting mostly done; oats will be a light crop but better than last year. Corn growing fast and promises to be a good crop.—Rasmussen Bros.

Bancroft, Ia., Aug. 3.—Oat harvest all done. Light yield. Corn doing well and with the favorable weather it is now having will make a fair crop.—Sudmier & Winkel.

Hawarden, Ia., July 31.—Corn is 30% better than a year ago. Winter wheat is yielding from 25 to 30 bush. per acre. Oats is about the same as last year.—A. L. Lambertson.

Bancroft, Ia., Aug. 3.—Harvest all done. Oats light, and threshing commenced. Early planting of corn is good, and with good hot weather will make a good crop.—Jos. Murray.

Estherville, Ia., Aug. 6.—Harvest completed. Yield promises to be light, from 10 to 25 bush. per acre. Corn doing well, and all early planting will make a fair crop.—Greig & Zeeman.

Superior, Ia., Aug. 7.—Harvest completed. Yield promises to be light, only half crop, with a poor quality. Corn on high land doing well, but on low land will only make feed.—C. H. Beaver, agt. for J. F. Dow & Co.

Pierson, Ia., Aug. 5.—Oats average about 25 bu. per acre; barley, 30 bu. Corn is about 90% of last year's crop. Rain is needed to mature the corn.—Farmers Eltr. Co., J. W. DeWitt, agt.

Algona, Ia., Aug. 1.—Oat crop fairly good; lots of straw, light in weight. Corn promises to be a big crop with present hot weather, as we have had plenty of good rains.—Geo. Beshel.

Cydrer, Ia., July 31.—Cutting oats in full force. Oats promises a good yield. Corn is in good condition and with favorable weather will make a large crop.—P. F. Littleton, agt. Farmers Eltr. Co.

Carnes, Ia., Aug. 3.—Corn 50% better than last year. Oats are a little light. Barley 10% more acreage than last year and of better quality. Wheat will only be 90% of last year's crop.—Floyd Eltr.

Armstrong, Ia., Aug. 5.—Harvesting all done. Yield only about 25 bush. per acre. Corn doing fairly well, and with favorable weather will make half crop.—W. H. Hubbard, agt. for the Farmers Eltr. Co.

Emmetsburg, Ia., July 31.—Harvesting about finished. Oats promises to be a fair yield. Corn doing well and with favorable weather will make an average crop.—Martin Ausland, agt. Royal Lumber Co.

Estherville, Ia., Aug. 6.—Harvest all done. Yield will be light, only half of an average crop. Corn is doing well and plenty of sunshine and good hot nights will make a fair crop.—Skewis Grain Co., Geo. Skewis, agt.

Burt, Ia., Aug. 3.—Oat harvest mostly all done and threshing will follow in 5 or 6 days. Yield promises to be fair. Corn is doing fine and all early corn will make a good crop.—W. B. Hana, agt. Farmers Ex. Co.

Swea City, Ia., Aug. 5.—Oat harvesting done. Yield promises to be light, about 15% of an average crop. Corn is doing fine and with favorable weather from now on promises to make a good average crop.—Ole Olson.

Dickens, Ia., July 30.—The oat crop in this section is nearly all in shock, and the yield promises 25% better than last year. The early corn has a large growth and promises a good yield.—J. E. Mills, agt. for Hunting Eltr. Co.

Whittemore, Ia., Aug. 1.—Oat threshing will begin in about 2 weeks and promises to be a fair crop. Corn growing immensely. This hot weather is pushing it right along.—Wm. Lancaster, agt. for Scott Logan Grain Co.

Superior, Ia., Aug. 7.—Harvest completed in this locality. Yield promises to be very light, only a half crop of a poor quality. Corn on low land will only make feed; on high land it will make a fair crop.—E. L. Briggs, agt. for Greig & Zeeman.

Plum Creek, Ia., Aug. 3.—Oat harvest about done; the yield promises to be fair. Threshing will follow in 3 or 4 days. Corn is doing fine and with favorable weather from now on will make a fair crop.—F. J. Thomson, agt. Northern Grain Co.

Swea City, Ia., Aug. 4.—Oat harvest practically all done. The yield promises to be about 75% of an average crop. Corn is growing fast and with favorable weather from now on will make a good yield.—T. R. Hanifan, agt. Farmers Eltr. Co.

Hospers, Ia., Aug. 3.—Corn is 15% better than last year. Oats about the same, tho it has been somewhat injured by the rust. Winter wheat will be 50% better than a year ago. Barley will average about 25 bu. per acre.—Robt. Gardner.

Whittemore, Ia., Aug. 1.—Oat crop is good and promises a good average yield. Corn doing fine; tasseling and silking; with present conditions will make a large yield. Threshing will commence in 8 or 10 days.—H. E. Reid, agt. of the Reliance Eltr. Co.

Swea City, Ia., Aug. 4.—Harvest all done in this section of the country. Oats will make a light yield, approximately about 75% of an average crop. Corn is doing all right and promises to make a good average crop.—G. W. Jeska, agt. for Stockdale & Anderson.

Angola, Ia., Aug. 1.—Oat harvest is fast approaching the end; yield will be light. Corn is doing well and with favorable weather from now on will make a big yield, and if present prices maintains it will bring big money to the farm.—The Algona Mill Co.

Guttenberg, Ia., Aug. 7.—As our bottom lands in the Turkey River Valley had been deluged and at least 500,000 bush. of corn destroyed, farmers will have to use their barley, rye and most of their oats for feed. We cannot expect much grain. Rain is badly needed on high land for corn.—Hermann Kun.

Hawarden, Ia., Aug. 5.—Harvest very nearly completed here. Oat crop very light. Some early oats have been threshed, yield 15 to 25 bu. per acre. Quality not the best. Very little wheat raised here. Weather very warm and corn doing well. —A. E. Anderson.

Burt, Ia., Aug. 3.—Oat harvest all done and threshing will commence in a few days. Oats are light and will be a light yield. Corn that was planted early will make a good crop; late planting making rapid progress in these hot days.—G. W. Albee, agt. Western Grain Co.

Estherville, Ia., Aug. 5.—Harvesting all done and threshing has commenced. Yield promises only to about two-thirds of an average crop. Corn is late on account of too much wet weather and will not make over half crop with the most favorable weather.—B. B. Anderson.

Estherville, Ia., Aug. 5.—Crops are in bad shape all along here; too much rain in the early part of the season, and oats are so light they will not make half a crop. Corn is very spotty, some good, but much of it is very late and will have to have favorable weather to make a half crop.—V. L. A.

I was up in Northwest Ia. the first of the week and I found the corn situation good; oats are a great disappointment, blighted and black rust in them. Crop smaller than last year and quality poorer. Lots of them will weigh from 20 to 25 lbs. I am but on oats.—Gardner B. VanNess, Chicago.

Lehigh, Ia., Aug. 4.—Crops are better than last year; oats are 25% heavier and are yielding about 20% better than last year. Corn on the high land is as good as ever, and making fast progress on the low land where the water kept it back this spring, and the late frost will get about 75% of a normal crop.—Geo. W. Post & Son.

Kansas.

Belleville, Kan., Aug. 8.—Corn here is in splendid condition and gives promise of a bumper crop.—E. A. Fulcomer.

Harlan, Kan., Aug. 2.—New wheat is just starting on the market. Been so wet that wheat is damaged quite a good deal. Corn looks fine, just silking. No old corn in the country.—A. A. Bradley.

Stafford, Kan., Aug. 6.—Recent rains have put our corn in fine shape. Wheat is threshing out very damp and tough. Will be some time before it is thoroughly dry.—H. L. Crawford, agt. Farmers Eltr. & Mill Co.

Louisiana.

New Orleans, La., Aug. 5.—Reports from the rice growing section show that considerable injury has been done the rice crop by stormy weather, but with favorable conditions from now on the damage to the crop will be inconsiderable. The principal item so far has been the delay resulting from high water and continuous rains.—H. Michigam.

Adrian, Mich., Jul. 30.—Hay crop heavy. Oats a little lighter in weight than usual but a bigger crop than last year.—A. S. Dickerson.

Hartford, Mich., Aug. 7.—New grain is moving freely considering the fact that the acreage was very small. Last fall was so cold and wet very little wheat sown. Quality of wheat, rye and oats very good, and above an average yield per acre.—Ed Finley.

Minnesota.

Marna, Minn., Jul. 31.—This has been a wet year here, still crops are fair. Wheat looks fairly good at this date; early oats are good, but the late oats very poor. Barley is an average crop and corn is growing fast.—J. M. Brown, agt. Western Eltr. Co.

Fairbault, Minn., Aug. 1.—Old wheat is partially all sold in this section; new wheat will be a fair crop. Oats suffered on account of rust, and will therefore be light, but not as bad as last year. The corn crop is quite poor, on account of the hot weather.—Wm. Kueker, mgr. Farmers Seed Co.

Minneapolis, Minn., Aug. 5.—Black rust is reported quite prevalent in the northern part of South Dakota, which will do considerable damage to the late sown wheat. We think, however, that there is fully 80% of South Dakota free of danger from black rust. At the present writing we have no reports of black rust in North Dakota, and think the crop there will be out of danger from black rust within a week from this date. A number of samples of new barley are arriving at Minneapolis, showing slightly more stained and black ends than a year ago, test weight about the same. Very few samples as yet have arrived from North Dakota. Those received show quality lighter in weight than last year, color being about the same.—P. M. Ingold.

Minneapolis, Minn., Aug. 3.—The wheat crop of South Dakota has suffered some damage from black rust. In the southern counties the plant has been advanced so as to admit of much damage, but the late crop in the middle and northern counties of the state has probably been damaged from 10 to 20%; and the late crop would probably be about one-half the crop in those counties. Black rust is also to be found at almost any locality in North Dakota, but the conditions have not been favorable to its spread and the damage to the North Dakota crop from this source has been confined to the edges of swales or other damp places favorable to the growth of the parasite. Wheat harvest is now pretty well under way thru South Dakota and the southern half of Minnesota. It will be general by the end of this week. Some durum wheat and a few fields of winter wheat have been cut in North Dakota. The regular spring wheat harvest will commence there in ten days. We are maturing a wheat crop which is spotted and difficult to estimate, but in our opinion we will harvest a larger crop than last year and of better quality. The oats crop has not promised well at any time this season and is coming to hand in very unsatisfactory shape. It appears to be hurt by rust and blight; tho this crop, too, is spotted it will probably yield a better quality and perhaps a somewhat larger amount than last season, but will be far from the satisfaction of a normal crop. The barley crop is now practically harvested and considerable of it has been threshed. The yield and quality are about the average for the last ten years, which means rather better than last season. Flax still promises to make an excellent crop. Corn tho of smaller acreage than last year because of high water during the spring will probably mature better.—Van Dusen-Harrington Co.

Missouri.

Columbia, Mo., Aug. 1.—During May and June the excessive rains and lack of cultivation caused the roots of the corn to form near the surface of the ground, and when the rains became normal and frequent close cultivations were given, the shallow roots were broken and the corn left in poor condition to withstand droughty conditions. Fortunately no extended drought has yet occurred, but this is a condition that will demand even more of a normal rainfall from now on to maintain the present condition. The crop is more irregular than it has been for a number of years. Some fields are in fine condition and promise a high yield. The general average of the crop is 15 days later than a normal crop. One year ago on the same date the crop was 18 days later than the normal, and that crop matured without any material damage from frost. The estimated acreage planted for this year was 7,291,500, but on account of overflow on bottom lands and loss from excessive wet weather on some of the flat prairies, it was estimated that 14% of the total acreage had been lost on July 1. Of this abandoned area, however, 34% has been replanted, and this late planted corn will probably make up for it. It is not likely that it will produce very much merchantable corn. The average condition for the entire crop at this time is 74% as compared with a condition of 73% on the 1st of July and a condition of 83% one year ago. Wheat harvest has progressed very satisfactorily and 41% of the entire crop has been threshed as compared with 27% on the same date one year ago. The average quality of the grain is 82 as compared with an average quality of 90 one year ago. Like corn the wheat crop this year is very irregular. Some excellent yields are reported while a great many fields are making a very low yield. The quality is very variable. A considerable portion of the crop grade No. 2, while a great deal of it is much below that grade. The final estimate for the yield by counties can not be made up until threshing has been completed, which will be September 5th. It is safe to say, however, that the yield will be somewhat below that estimated by our correspondents the first of July. As a rule, oats is making a very unsatisfactory yield, and our reports indicate that the final estimate will show a lighter crop than for several years.—Geo. B. Ellis, sec'y State Board of Agr.

Nebraska.

Lyons, Neb., Aug. 1.—Crops of all kinds of grain are good. Corn is A1. Oats are making good yield and of good quality. Winter wheat is good, yielding from 15 to 30 bu. per acre.—A. M.

Wahoo, Neb., Jul. 29.—Wheat around here is of good quality, testing from 58 to 63, but the yield is small, from 15 to 30 bu., average about 23 bu. Oats are poor. Corn is looking fine but needs rain very bad.—J. H. Swallow.

Fairmont, Neb., Aug. 4.—Crops are pretty fair here considering the weather, and scarcity of help. Wheat is making about 17 bu. counting the acreage sowed. Corn is looking fine, but we need a rain soon to get best results. Oats are some better than last year, but not much over half a crop.—Chas. L. Cox, agt. Hynes Grain Co.

New York.

Jamestown, N. Y., July 30.—Grain good and hay fine.—H. L. Ames.

Buffalo, N. Y., Aug. 5.—There is prospect of the state oats crop being of better quality and yield than the average from the West, as it did not suffer much from drouth. Corn planting was late and the acreage was cut down some on that account, but this has been a genuine old-fashioned corn season, even if the rest of it is cool. Corn is an immense crop so far.—J. C.

North Dakota.

Stiles, N. D., Aug. 5.—Some black rust in this vicinity, but too late to do much damage to the crop.—J. A. Munson, agt. St. Anthony & Dak. Eltr. Co.

Turtle Lake, N. D., Aug. 6.—Harvest has commenced around here. Some oats, barley and wheat have been cut. Oats and barley are a light crop. Wheat will not average more than 5 bu. per acre owing to dry weather and hail. The flax crop is looking good and if conditions continue favorable, will yield 9 or 10 bu. per acre.—E. G. Freeman, Mgr., Regan & Lyness Eltr. Co.

Valley City, N. D., Aug. 7.—Weather of late has been unfavorable for the development of rust, but the black variety has developed in spots against favorable weather, but has not yet reached the alarming stage. We think the black rust is a little late in arriving this year. Wheat harvest will be on in a day or two, and think we will have more than last year. The quality will be varied.—Farmers Co-operative Eltr. Co.

Ohio.

Utica, O., Jul. 30.—Hay good, wheat fair.—W. A. Alsford.

Melburn, O., Jul. 30.—Prospects for grain fair.—C. A. Hepker.

Toledo, O., July 31.—Wheat and oats moving lively. Quality fine.—Southworth & Co.

Freemont, O., Jul. 30.—Nice corn prospects. Straw of oats short but average good.—John Fangbourn.

Elmira, O., Jul. 30.—The oat crop will be short, although an average acreage was planted.—Ell Short, mgr. Elmira Eltr. Co.

Greenville, O., Jul. 30.—Have a good crop of hay which is mixed. Oats not a large crop and quality not yet known. Corn doing fine.—C. H. Tingley.

Findlay, O., Jul. 31.—Wheat is not yielding as well as expected in the spring. Oats are short and thin on the ground. Corn is looking very good.—N. P. Dean.

Kyle, O., Jul. 30.—Our wheat crop is now about all threshed, fully one-third short in yield of last year. Nearly all No. 2 fully one-half shipped and sold. Corn will not be over one-half crop if it don't rain in a few days.—B. F. Kyle & Co.

Columbus, O., Aug. 1.—Wheat prospect compared with an average 82; average date of harvest July 29; harvest July 19. Rye and barley, date of harvest July 2 and 8. Clover hay prospect per acre 1.57 tons; timothy hay compared with an average 86. The wheat harvest this year was unusually early, the average date—June 29—being two weeks in advance of the harvest of one year ago. A large amount of threshing has at this date been completed and reports from same vary considerably over the state. Compared with the corresponding month of 1907 the prospect is 2% in advance of that of 1907. Heavy rainfall occurred in some sections of the state during the past month while wheat was standing out in shock, causing some damage, and there is also considerable complaint of injury by joint worm. Sufficient threshing will soon be completed to determine with approximate correctness the actual product of this year's harvest. Oats show a further decline in prospect since the last report, being now estimated at 65% compared with an average. The seeding generally was late and the effect of the long continued drouth during the month of June is now shown in the present poor prospect reported. While in this report no percentage figures are shown on corn prospects, from the notes on same reported by the correspondents the prospect is quite promising.—Ohio Dept. of Agr.

Oklahoma.

Durant, Okla., Aug. 3.—The oats crop in this section was almost a complete failure. Corn acreage greatly increased, and condition of crop very good.—Wm. Bondies & Co.

South Dakota.

Lesterville, S. D., July 28.—Corn and wheat 25% better than last year.—C. J. Dixon.

Tyndall, S. D., July 28.—Corn 25% and oats 30% better than a year ago.—M. W. Brooks.

Elk Point, S. D., July 27.—Corn, wheat and oats will yield much better than last year.—W. W. Keach.

Yankton, S. D., July 29.—Corn here the best we ever had. The stand is almost perfect.—C. A. Daniels.

Vollin, S. D., July 29.—Prospects for corn are the best we ever had. Oats are 25% less yield than the average crop.—Alder & Hart.

Missionville, S. D., Aug. 4.—Winter wheat is best in years. Corn prospects never better.—C. R. Kerr, sec'y Farmers Eltr. Co.

Siem, S. D., Aug. 3.—Crops are fine and we look for a good year's business. Threshing will start next week.—Farmers Grain & Coal Co.

Centerville, S. D., Jul. 30.—Corn here the best we have ever had. Wheat is better than a year ago. Less oats were sown this year than last.—J. P. Scroggs.

Vermillion, S. D., July 27.—Corn is 25% better than a year ago. Oats are a better quality, but the yield will be about the same as a year ago.—Thompson, Lewis & Co.

Yankton, S. D., Aug. 7.—Oats will not make over 15 to 30 bus. per acre; testing better than last year. Winter wheat is fair, only a little coming in to market.—B. F. Withe.

Jefferson, S. D., July 27.—Winter wheat is the best it has been in 10 years. Spring wheat will average about 85%. Corn will be about 90% and oats 88% of the average crop.—S. M. Johnson.

White, S. D., Aug. 6.—Oats are badly rusted, quality very light. Soft wheat is covered with black rust; Durum wheat looks excellent, with prospects of a good crop. Flax promises to be a good yield.—Louis F. Farg, agt. Farmers Co.

Dell Rapids, S. D., Jul. 29.—Corn two weeks ahead of last year on upland. Oats struck with red rust, but of better quality than last year. Barley better weight, about the same yield as last year per acre, except some of the low land.—W. J. Prisch.

Viborg, S. D., Aug. 3.—Harvesting about done. Oats fairly good quality, but not very heavy yield. Not much wheat or barley raised here. Corn never looked better at this season of the year, and if we don't get too early frost will be a bumper crop.—P. Christensen, agt. Duluth Eltr. Co.

I have that rust scare figured into a nutshell. I have advice from disinterested parties who have been in South Dakota for 18 years and they know what they are talking about. There are too many corn experts out now who don't know good wheat from pumpkin seeds. These people say, "Hot winds have hurt some, but we will have a big crop. Think only hail storm could test wheat. Oats badly hurt by hot winds."—M. E. Cooke, Chicago, Ill.

Tennessee.

Manchester, Tenn., Aug. 4.—Good crops in Tenn. Corn may fall short. Rain needed in some sections.—S. M. Winton.

Washington.

Pomeroy, Wash., Jul. 29.—Winter wheat fair; spring wheat half crop of inferior quality.—K.

Walla Walla, Wash., Aug. 1.—Considerable smut is in the wheat around here. Three threshing machines have been blown up and burned by explosions from accumulating smut. Four years ago over a dozen machines were burned from smut explosions in Palouse Co.—K.

Wisconsin.

Madison, Wis., Aug. 1.—The wheat, rye, and barley harvests are finished, and the prospects of last month are well sustained by the estimate of the crop when handled. The ripening of oats upon light soils has been hurried by the continued hot, dry weather, and the grain has been somewhat shrunken in consequence; and there are also reports of damage to the crop by rust from some districts. As a result the estimate falls off two points from last month. The weather has been well calculated to push the corn crop, and except for complaints of drouth in some quarters, it is reported as doing well. The crop is uneven, much of it having already formed ears, while other fields have not yet tasseled. Since July 1 the estimate of corn has advanced two points, and now only

needs rain to make even a better showing. Last year's estimate August 1, was 80, as against 87, now. The estimate of crop conditions to date are winter wheat 96; spring wheat, 95½; winter rye, 98; spring rye, 97; oats, 95½; barley, 97; peas, 96; beans, 90; buckwheat, 92.—John M. True, Sec'y State Board of Agrl.

Milwaukee, Wis., Aug. 7.—Frank D. Hinkley, grain inspector, recently returned from a trip embracing Iowa, South Dakota, Minnesota and Wisconsin, having gone to visit his farm at Aberdeen, S. D. Speaking of the trip he said: "The country in general looked better than last year. Oats and barley looked extra good to me. Wheat promises an extraordinary large crop. Think that the crop of the winter wheat states will be 20% larger than last year in bushels—good milling quality—extra milling wheat. Business of all kinds seemed to be booming everywhere. Been going out to S. D. for the last fifteen years and never saw so much activity and so much hopefulness. Never saw the crops so uniformly good in spite of the unfavorable weather. Despite the black rust my farm at Aberdeen has raised the best crop in its history. Coming thru Wisconsin I find that the state has raised the biggest crop of wheat since 1860, without any doubt. That year was a very fruitful one for grain and this one is just like it. Up at Bosconobel is a striking illustration. Sandy ground which had been filled over and planted to rye this year, one acre—yielded something like 65 bus.—S.

Government Crop Report.

Washington, D. C., Aug. 7.—The crop reporting board of the Department of Agriculture finds, from the reports of the correspondents and agents, that the condition of corn on Aug. 1 was 82.5% of a normal, compared with 82.8 last month, 82.8 on Aug. 1, 1907, and 83.1 the ten-year average on Aug. 1. Comparisons for important corn states follow:

—August 1.—					Per cent of U. S.
States, 1908.	1907.	aver.	10-yr. July 1, 1908.	1908.	
Ill.	77	85	83	80	9.2
Ia.	83	78	85	83	9.0
Tex.	86	83	78	83	7.8
Mo.	74	86	81	74	7.5
Neb.	86	82	82	84	7.5
Kan.	76	84	77	78	6.9
Okla.	80	85	84	74	4.9
Ind.	75	83	86	83	4.5
Ga.	89	90	86	88	4.5
Ohio	85	78	86	87	3.4
Ky.	83	84	85	83	3.3
Tenn.	84	85	84	87	3.0
Ala.	87	87	84	86	3.0
N. C.	91	90	87	92	2.8
Ark.	79	70	83	81	2.6
Miss.	86	77	80	86	2.6
U. S.	82.5	82.8	83.1	82.8	100.0

Preliminary returns indicate a yield of winter wheat of about 14.3 bus. per acre, or a total of 425,940,000 bus., which compares with 14.6 bus. and 409,442,000 bus., respectively, the final estimates of last year's crop. The average quality of the crop is 90.1, against 90.5 last year. Comparisons for important winter wheat states follow:

—1908.—					—1907.—				
(Preliminary)					(Preliminary)				
States.	1908.	Yield per acre.	Produce'n. Bus.	Bus.	States.	1907.	Yield per acre.	Produce'n. Bus.	Bus.
Kan.	12.8	74,010,000	11.3	63,788,000	Kan.	12.8	74,010,000	11.3	63,788,000
Ind.	16.6	45,169,000	14.4	34,013,000	Ind.	16.6	45,169,000	14.4	34,013,000
Ill.	13.0	30,212,000	18.0	40,104,000	Ill.	13.0	30,212,000	18.0	40,104,000
Neb.	17.8	40,317,000	19.0	42,047,000	Neb.	17.8	40,317,000	19.0	42,047,000
Mo.	10.0	22,260,000	18.2	29,212,000	Mo.	10.0	22,260,000	18.2	29,212,000
Ohio	16.9	33,328,000	16.3	26,677,000	Ohio	16.9	33,328,000	16.3	26,677,000
Penn.	18.5	29,415,000	18.6	30,095,000	Penn.	18.5	29,415,000	18.6	30,095,000
Okla.	11.6	15,625,000	9.0	8,631,000	Okla.	11.6	15,625,000	9.0	8,631,000
Cal.	14.6	14,410,000	15.0	20,520,000	Cal.	14.6	14,410,000	15.0	20,520,000
Tex.	11.0	10,164,000	7.4	2,812,000	Tex.	11.0	10,164,000	7.4	2,812,000
Mich.	18.0	15,732,000	14.5	12,731,000	Mich.	18.0	15,732,000	14.5	12,731,000

U. S. 14.3 425,940,000 14.6 409,442,000
The average condition of spring wheat on Aug. 1 was 80.7% of a normal, compared with 89.4 a month ago, 79.4 on Aug. 1, 1907, 86.9 on Aug. 1, 1906, and 82.7 the ten-year average on Aug. 1. Comparisons for important spring wheat states follow:

—August 1.—					Per cent of U. S.
States, 1908.	1907.	aver.	10-yr. July 1, 1908.	1908.	
N. D.	75	72	80	98	33.4
Minn.	86	80	84	90	30.3
S. D.	90	83	82	95	16.7
Wash.	60	98	88	65	5.7
U. S.	80.7	79.4	82.7	89.4	100.0

The condition of the oats crop on Aug. 1 was 76.8% of a normal, compared with 85.7 last month, 75.6 on Aug. 1, 1907, 82.8 on

Aug. 1, 1906, and 83.8 the ten-year average on Aug. 1. Comparisons for important oats states follow:

—August 1.—					Per cent of U. S.
States, 1908.	1907.	aver.	10-yr. July 1, 1908.	1908.	
Iowa	79	80	86	89	14.4
Ill.	58	76	81	75	12.6
Minn.	80	81	88	91	8.5
Neb.	80	80	81	87	8.1
Wis.	90	73	88	95	7.4
Ind.	58	70	85	70	5.3
Ohio	70	74	88	82	4.9
Mich.	85	72	90	84	4.5
N. D.	73	75	82	94	4.4
S. D.	87	88	89	95	4.3
N. Y.	90	83	90	90	3.8
Penn.	86	86	88	88	3.2
Kan.	72	89	68	80	3.1
Mo.	64	72	75	73	2.0
U. S.	76.8	75.6	83.8	85.7	100.0

The proportion of the oats crop of last year in the hands of farmers on Aug. 1 is estimated at 5.0%, equivalent to 35,000,000 bus., compared with 7.1% and 68,000,000 bus., respectively, the corresponding figures of a year ago. In Iowa stocks are 6,566,000 bus. less, and in Illinois 2,806,000 bus. less, than a year ago.

The average condition of barley on Aug. 1 was 83.1% of a normal, compared with 86.2 last month, 84.5 on Aug. 1, 1907, 90.3 on Aug. 1, 1906, and 85.7 the ten-year average on Aug. 1. The condition on Aug. 1 in the most important states was: Minnesota, 87; California, 78; North Dakota, 74; South Dakota, 90; Wisconsin, 92.

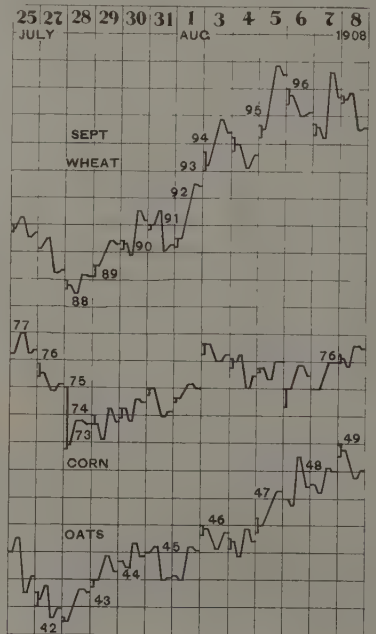
The condition of rye on Aug. 1 or at time of harvest was 88.3% of a normal, compared with 91.2 on July 1, 1908, 88.9 on Aug. 1, 1907, 90.8 on Aug. 1, 1906, and 88.4 the ten-year average at time of harvest.

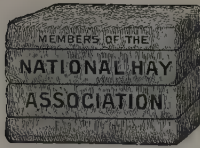
The acreage of buckwheat is about 1.4% less than last year, indicating an area of about 789,000 acres. The condition of the crop on Aug. 1 was 89.4% of a normal, compared with 91.9 a year ago, 93.2 two years ago, and 91.5 a ten-year average on Aug. 1.

Preliminary estimate of the acreage of hay is 1.2% more than last year, indicating a total of 44,538,000 acres. The condition of the hay crop on Aug. 1 was 92.1, as compared with 92.6 last month, about 87 on Aug. 1, 1907, and a ten-year average on Aug. 1 of approximately 88.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for two weeks prior to Aug. 10 are given on the chart herewith.





Hay Convention Notes.

As usual, a large number of souvenirs were distributed.

Pittsburg had the largest delegation, aside from the Ohio contingent.

"Come on, vote for Taft this time; you can vote for Bryan any time."—E. M. Wasmuth.

There was a good exhibit of hay from the different terminal markets in the Auditorium Annex.

An especially large number of receivers were present, and a goodly number of shippers from Ohio.

The N. C. & St. L. Ry. distributed a few watch guards it had left over from the nineteenth century.

Wm. Reid of Bucyrus, O., who claims the distinction of being the oldest grain man in Ohio, was in attendance.

A leather pocket book was judiciously distributed by D. H. Peet, representing James Graham & Son, Pittsburg.

Pres. A. E. Reynolds of the National Grain Dealers Ass'n made a stirring address on "Why Organizations are Necessary."

C. H. Squier & Son Co. tucked a leather covered pocket memo into the vests of their friends with a calendar in it good until 1910.

The new Board of Directors: C. J. Austin, N. Y.; C. E. Noyes, Mich.; C. S. Carscallen, N. J.; W. R. Hall, Ill.; W. S. Leavitt, Mass.

The big fish hook distributed by J. W. Ellis was a folding wall hook upon which Ellis & Fleming invited their patrons to hang their Bs/L.

A. S. Garman reminded his friends that the Huntley Mfg. Co. is the firm from which to buy Monitor Machinery, by presenting them with a neat watch fob.

The Pittsburg delegation gave each attendant a large rubber eraser. A celluloid band around it was stamped with a bale of hay and a few words of greeting.

The directors whose terms expire in 1909 are E. M. Wasmuth, Ind.; H. H. Driggs, Ohio; H. W. Robinson, Ohio; H. W. Benedict, La.; S. T. Beveridge, Va.

D. G. Stewart & J. A. A. Geidel gave their friends a launch ride upon the lake by invitation, the boats leaving the pier every hour. Capt. Stewart is a great sailor, and he entertained his guests royally.

The Convention Hall was divided into sections and a large poster designated the seats for state delegates. A cool breeze from lake Erie made the Auditorium a very pleasant place to stay most of the time, and the meetings were well attended.

There are thirteen ex-presidents of the National Hay Ass'n living. If each one of them can get ten members identified with their administrations to attend each convention the 130 will provide a nucleus which will make the Ass'n even a more brilliant success than it has been.

G. A. Bingham came down from Canada to see how business is conducted this side Lake Erie. He says he was agreeably surprised at the good accomplished at these meetings, and had met a number of men who had given him much information of practical benefit to himself. He is especially interested in seeds.

Pres. Chas. J. Austin of New York called the 15th Annual Convention of the National Hay Ass'n to order at 10:30 o'clock, Tuesday, July 28. Hon. R. D. Cole of Ohio made an address of welcome in behalf of the people of his state. Col. E. L. Rogers of Philadelphia responded in his usual scholarly vein.

The old officers were: Pres., Chas. J. Austin, N. Y.; First Vice-Pres., C. E. Nichols, Ind.; Second Vice-Pres., H. R. Hall, Ill.; Sec'y Treas., P. E. Goodrich, Ind. The new officers are: Pres., M. Niezer, Ind.; First Vice-Pres., B. A. Dean, N. Y.; Second Vice-Pres., H. L. Elliott, Minn.; Sec'y Treas., P. E. Goodrich, Ind.

The lagoons were traversed by the ladies in electric launches; a reception was held in their honor at the "Breakers" Tuesday afternoon; and their husbands took them to the theatre in the evening. Wednesday evening after the shades of night had fallen, bathing suits were discarded for décolleté and 500 danced to entrancing music.

E. M. Wasmuth entertained all the living ex-presidents of the National Hay Ass'n at dinner Tuesday evening, except Wm. Hopps of Baltimore, who was not present. Aside from renewing old friendships the good of the association was paramount in the minds of those who attended. The organization which was effected wants it distinctly understood that it is not the purpose of these ex-presidents to in any manner dictate to the active administration but merely to make suggestions. It is entirely subservient to it. The thirteen ex-presidents who participated at the dinner pledged themselves to do all they could to bring to every meeting at least ten workers who had been identified with them during their administration. The dinners of the ass'n will henceforth be paid for by assessment.

A Texas Warehouse.

A grain storage warehouse which will hold 130 cars of grain and hay has been completed by G. A. Knight & Sons at Dallas. The steel covered rat proof structure, illustrated herewith, is 22 ft. high, and covers an area of ground 90x195 ft.

The large warehouse was built to facilitate business transactions of a growing grain firm. It is located on the H. & T. C. Ry., is equipped with platform and portable scales, 10 large sliding doors which make ingress and egress any place about the building easy, and driveways leading into the building.

The office of the company is at one corner of the building as shown in the illustration. G. A. Knight, A. G. Knight and J. J. Knight, who compose the above firm, handle a large wholesale and retail business in grain, hay and mill feed.

The Grain Dealers Journal is a good paper and well worth the money.—Henry Cash Co., Brooklyn, Mich.

I would place buying orders with care, consulting the probability of a higher trend during the present excitement. Make your margins ample and calculate on daily movements that are double the normal size. To the occasional wheat purchaser, I advise the purchase of wheat at once to hold against possibilities.—E. W. Wagner.



G. A. Knight & Sons' New Grain Warehouse at Dallas, Tex.

Improvement Needed in Grain Car Doors.

[From an address by A. E. Schuyler, Ass't Weighmaster Chicago Board of Trade before the Iowa Railroad Club.]

As I understand it, the aim in discussing here the subject of grain doors is to increase the sum total of satisfactory results by inducing those responsible for the present grain door conditions, so unsatisfactory to all concerned, to work out a solution of this vexing problem.

Of all the questions before the grain handling and grain carrying interests, none is of graver importance than that of securing a proper grain door. It is a question that has caused more or less ill-feeling among the shippers of grain and the railroads for years, and it will continue to be a constant source of contention just so long as the master car builders, the designers of cars, and those competent to work out the solution, continue to remain inactive in the matter.

THE NECESSITY for an improved grain door might well be especially emphasized at this time when so much attention is being directed to details. Weighmasters' reports and car inspectors' records everywhere abundantly justify any action that has for its object the betterment of the existing wasteful conditions, for which the grain doors now in use are largely responsible.

It is a most hopeful fact that as a result of the protest of the handlers of grain and the agitation of many practical railroad men, a few railroads have lately shown a due appreciation of the necessity for a stronger, more effective, and yet, at the same time, in the long run, a less expensive grain door.

Gradually railroads are awakening to the fact that the grain door is an item of expense well worthy of notice. In their policy of retrenchment, which the present depression in business has made necessary, the debit side of the grain door account looms up in surprising proportions. In consequence, the shippers of grain may expect a material improvement of the grain door in the near future that will greatly benefit all interests.

IT IS A QUESTION in my mind who suffers the more from the unsatisfactory grain door conditions—the railroads or the shippers. The continual replacing of grain doors costs the railroads hundreds of thousands of dollars annually. On the other hand, you are all aware of the loss sustained by shippers on account of leakage during transit, more especially by those shippers who do not weigh the grain they load. And again, the time spent by shippers and elevator men in installing, repairing and cooping the doors of a car is an item well worthy of mention. Thus you will see that the installation of grain doors is a burden to the elevator operator, as well as to the railroad.

The question now agitating the railroad man's mind is, what is the most suitable and most economical grain door? I have found differences of opinion among railroad men as to the proper kind of a grain door that should be used. Many railroads favor patent doors, while others are opposed to patent doors, preferring rather to use temporary doors, replacing them with each load.

PATENT GRAIN DOORS have received considerable attention by our department of weighing. During the past

few years, we have repeatedly been called upon to make reports on various patent grain doors. The results of these investigations, I am sorry to say, demanded adverse reports. While many of the models submitted to us have worked very nicely, yet when full sized doors were built and subjected to practical tests, they did not meet the requirements. In view of our experience with grain doors, we feel justified in our conclusion that such doors as are constructed at the present time will never prove entirely successful. To begin with, the treatment that is so often accorded them make the patent door unusually expensive. We have repeatedly witnessed the destruction of brand new patent doors at elevators and unloading points without any effort whatever being made to take advantage of the labor-saving attachments on them. I have here a picture of a door thus mutilated, Fig. 1. In this case, the small supplemental release door had been unnecessarily nailed by the shipper. We believe that the railroads should hold elevators, warehouses, mills, etc., who permit the wanton destruction of doors, financially responsible. While we do not believe in the face of this treatment of their property, that we can blame the railroads for putting a ban on expensive easily-destroyed grain doors, yet, at the same time, the unloaders are not, by any means, always to blame for smashing doors in releasing the grain, as it takes just about as long to open a large percent of the doors, both patent and ordinary, as it does to unload the entire car.

There is no doubt the general, unavoidable failure of patent doors to work freely is a drawback to their success. This fact, together with the inexcusable



Fig. 1.



Fig. 4A.

persistence of shippers in spiking patent doors to the door posts is, in a large degree, to blame for their mutilation. I have here two illustrations of this nailing, Fig. 2 and Fig. 2b. In the first case it was impossible to drive the mammoth spikes thru the grain door into the door post on account of the latter being armoured, so shipper did "the next best thing" and drove the spikes alongside of the armour and bent them over the edge, driving the heads into the patent door. In the other case, Fig. 2b, the enormous spikes used caused the entire destruction of the patent grain door.

THE PURPOSE of providing patent doors is to secure the continued use of the door in the car with the minimum amount of expense for maintenance. This expense is an important item in the ultimate cost of a door. In figuring that cost, the switching of a car to a repair track, the per diem charge while on that track, and the time the car is out of service must be taken into consideration. In comparing the cost of patent doors with that of temporary doors, however, one must not overlook the fact that patent doors do not require the labor of installation every time a car is loaded, as is the case with temporary doors.

Many styles of patent doors are in use. Those with a suitable supplemental door

to release the grain greatly facilitate unloading. A patent door without a pressure release requires so great an effort to open that the door is more liable to be mutilated. The object for which the patent attachments were provided is thereby lost. On the other hand, we have never found a patent door provided with a pressure release, which was proof against leakage. Therefore, we would prefer above all patent doors, now known to us, a good substantial temporary door, such as a few railroads are now furnishing to a limited extent. But many railroads complain that the effective temporary doors demanded by elevator men are objectionable on account of their high cost, and as lumber becomes scarcer, the plaint of the railroad man becomes louder. It is a fact that very few railroads furnish temporary doors of sufficient strength to withstand, singly, the strain to which they are subjected. With this foremost in mind, we published the following advice in our shippers' manual:

"Be sure that your grain doors are strong enough. A safe plan is to make them stronger than you deem necessary. They should be well braced, and all braces should be nailed to each and every board. It is poor economy to scant this bracing. Where a vertical center brace is used, put a cleat on the floor at the bottom, if possible. The best and safest door we know of is made by placing two ordinary grain doors with the flat sides together. Under no circumstances should a door too short for the opening be used. Spliced grain doors are most unsatisfactory, and uncertain."

"Patent doors, having effective lugs at the bottom and other proper fastenings, should never be nailed to the door posts. When nailing is necessary, never use spikes, as spikes cause the mutilation of the door when opened at the unloading point."

"Single boards should be used for the top of the grain door, in order that one or more boards may be knocked off by the grain inspector without loosening others and causing leakage."

GRAVITY SWITCH TRACKS: One of the causes for leakage is the gravity track. You are, no doubt, familiar with the hump track used in switching cars. The rough handling of cars by gravity switching not only racks the car box, thus making it unfit for grain transportation, but it also plays hob with the grain door. I have here two pictures of cars after their experience on one of Chicago's hump tracks. In one case, Fig. 4a, the outside sheathings were burst out, and in the other the patent grain door was badly shifted.

Turn again to patent grain doors. No part of the grain car equipment has received so much attention from inventors and elevator men as the grain door; and on no part of the equipment has so much money been spent for models and patents, and with such poor results. During the past ten years there have been issued by the United States patent office considerably more than 200 patents for grain doors. We have had in our office for inspection as many as 50 grain door models at one time. While most of the ideas shown were impossible from a practical standpoint, yet some of them had merit, and if they had been worked out by some capable, competent mechanic, familiar with the needs and requirements of the grain carrying car, good might have resulted. A few of these inventors even secured permission of the railroads to install trial doors for a practical demonstration. While I witnessed the operation of most of such trials, yet I am quite certain that not only were the railroads without representation at these demonstrations, but I am also certain that no further that was given those doors by any railroad man after permis-

sion to install had been granted the inventors. You can plainly see, then, that those who are in a position and have the authority and power to go into the matter to the core, and thereby solve the problem, have been sleeping at the switch so far as the grain door question is concerned.

ONE OF THE INVENTIONS referred to I shall describe, as it presented a new and novel idea. This door was constructed of pine reinforced with oak, and was opened with a mechanical contrivance. It was raised by means of chains fastened to each end of the door. A suitable shaft was provided upon which the chains were wound simultaneously in raising the door. This shaft acted as a windlass and was revolved by means of a worm-gear rigging. This rigging was set at a right angle and extended thru the car's side, where a crank handle was attached to it. The turning of the crank revolved the windlass or shaft and wound up the chains, thus raising the door at any desired speed to

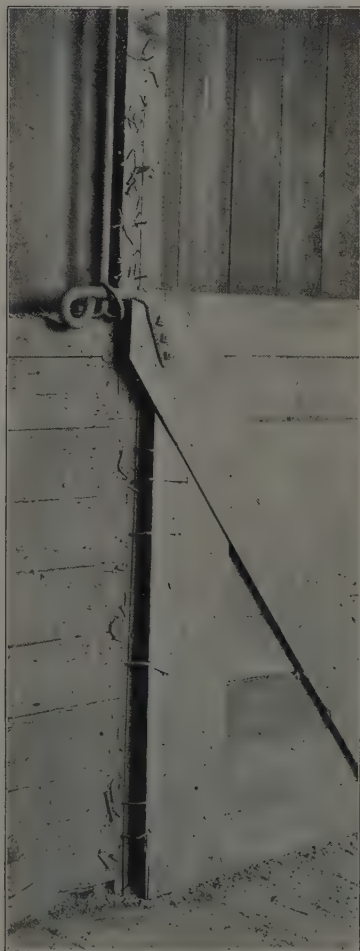


Fig. 2.

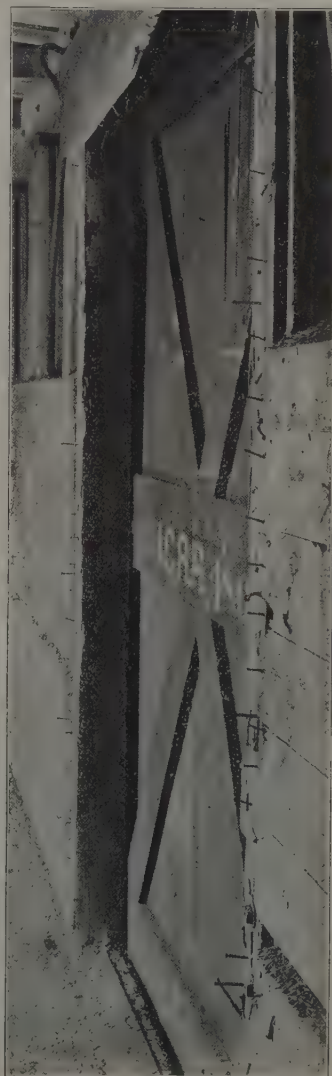


Fig. 2B.

any height. When the upper part of the door reached the ceiling, the lower part swung in toward the middle of the car and continued in its upward movement until the door was folded against the roof out of the way. The installation of this experimental door, however, was so faulty that a satisfactory trial could not be had. The inventor apparently resented our suggestions for improvement, and as the railroad company paid no attention to it, the merit of the mechanism, that was seemingly apparent in the door, was lost. One of the good points of this invention was the fact that the door was raised and hung up in the car mechanically; the contrivance could handle equally well a heavy or light weight door. Hence it was practicable to construct the door of steel.

THE GRAIN DOOR THAT IS NEEDED is one that will be a permanent fixture in the car; one that can be easily secured in place; one that will protect the car's contents from leakage; one that will facilitate the unloading; one that can be easily raised and handily swung free of the door opening; one that can be used equally well for coal and other commodities; and one that can be hung on the ceiling or sides of the car so that it will not in any way interfere with the handling of package freight or other merchandise.

THE MATERIAL for the construction of such a door as I have described, I do not hesitate to predict will be steel. The trend everywhere is to substitute steel for wood. The points in favor of a steel door, as I see them, are as follows:

It is more durable and cannot be easily mutilated; it cannot be spiked to the door posts; and it can be made stronger than any wooden door. Leaks thru grain doors by its use will be a thing of the past, as there will be no knots to weaken the door, and no weak boards to bulge and break.

No country shipper, no terminal elevator man, no ordinary millwright, no visionary inventor is competent to invent such a door as I have outlined. It is a problem for the car designers and master car-builders, and those railroad mechanics who are thoroly familiar with the car equipment and its needs to work out.

Some years ago, we of the weighing department endeavored to interest the master car builders, thru their ass'n, in the car equipment and grain door question, but without success; the secretary of that organization refusing to allow us to appear before them at one of their annual meetings to hear our suggestions and our grievances, altho the idea of appearing before the association originated with a prominent railroad man. We had in mind at that time the protection of the grain shippers' interests only. Now, however, that the railroads are viewing the matter from a more selfish standpoint, namely, that of economy, perhaps this august body may be willing to give the grain door problem some of its precious time. Instead of the railroad engineering staff working for the solution of the grain door question, it has been left, in a large measure, to outsiders.

The question of an August wheat "marketing break" depends on Northwest and Canadian news. Favorable progress in these sections will mean a decline of several cents during August. The "hot weather deterioration" in "The Dakotas" in July may amount to 5 points.—E. W. Wagner.

Knell of the Wooden Terminal Elevator.

A lighted cigarette, so it is believed, thrown amidst casks of explosive chemicals, Monday, Aug. 3 in the dock freight house of the C. B. & Q. R. R., 16th St. and the River, Chicago, started a conflagration, which for a time threatened a duplication of Chicago's historical fire of '71. It is estimated that about \$1,558,000 worth of property was destroyed, including two terminal grain elevators, thousands of bushels of grain and 83 loaded freight cars.

Each of the elevators destroyed had a capacity of 800,000 bus. They were Armour E and Armour F, owned by the C. B. & Q. R. R., and leased and operated by Armour Grain Co. These wooden elevators were enclosed by brick veneer walls and iron. Together they contained 800,000 bus. of grain valued at \$750,000. Three days after the fire started firemen were still throwing water upon the smouldering ruins.

The burning of these buildings was one of the most spectacular fires imaginable. The towering height of the elevators, the dryness of the construction timbers making them highly inflammable, combined with a strong S-W wind which fanned the flames apparently to the very heavens, carrying burning embers for miles over the city and starting at least 100 small fires, made a most vivid picture of destruction. The flames from the elevators twice leaped the river and threatened the South side, but 80 fire companies fought valiantly and contained the fire to about a 10 acre area.

When the fire was raging fiercest in the grain storehouses several dust explosions sent high into the air myriads of firebrands.

The Union Elevator, another wooden elevator, leased by Armour Grain Co. directly across the river slip from the burning elevators was set on fire in a number of places, but firemen by throwing streams of water upon it saved the building. However, much grain was damaged by water. The Rock Island Elevators A and B, about ¼ mile North-east of buildings destroyed, were set afire, and the Iowa elevator now being razed caught fire in an uncovered bin. A large force of men was kept busy protecting it and the wood was saved.

Elevator "E" and "F" were valued at

\$150,000 each; 700,000 bus. of wheat, oats and rye in them at \$675,000 and 100,000 bus. of corn at \$75,000. Elevator "E" was insured for \$75,000 and contents for \$218,000; elevator "F" was insured for \$95,000 and contents for \$497,000. The net loss for the C. B. & Q. R. R. amounts to about \$130,000 on elevators, and for Armour Grain Co. about \$35,000 on grain.

There are a number of features connected with this great fire which are worthy of consideration; chief among them is the enforced decline of the wooden terminal elevator, their rapid destruction and the substitution of fire-proof plants in their stead; another feature is the attitude of the Underwriters concerning wooden terminal elevator risks and the declaration by some companies against insuring such grain storehouses or contents.

It has been stated that a number of stock fire insurance companies will henceforth refuse to assume risks on wooden terminal elevators, just as grain mutuals long have done, basing their attitude upon investigations made after the many fires which have been recounted in these columns, and especially those at Superior and Duluth.

When Elevator "D" of the Consolidated Eltr. Co. at Duluth burned a few months ago a number of companies who were not interested, and all those who were, sent their experts to make an investigation and report. These experts practically unanimously agreed that the efficiency of sprinklers in a risk of this class is debatable, due to the large area of building and presence of grain dust; that no matter what the equipment may be for fighting fire, and in Elevator "D" they had the best obtainable, such wooden risks are undesirable. The destruction of a large number of wooden terminal elevators by fire this year has been a very bitter experience for the insurance companies and consequently few of the largest had large lines written on the elevator buildings. London Lloyds was the heaviest, carrying about \$300,000, but none of the American companies seem to feel sorry about it, as they have had their business in other lines badly crippled by the invasion of this questionable London concern.

The decline of the wooden terminal elevator is forced upon the grain trade, perhaps not so much by progress as the



Razing the Iowa Elevator.

destructive elements of nature. In the North, the Duluth and Superior houses, in the South, the New Orleans elevators, in the East Boston has lost several wood elevators by fire in recent years. In West Hammond June 10 the 750,000 bus. structure of the Superior Malting Co. was burned, and a week later the old City Elevator at Chicago burned. It is worthy of note that this elevator will be replaced with a modern concrete structure.

In Chicago wooden elevators have been burning down and torn down continually for many months. Among the last to be torn down were the St. Paul, Fulton & Galena and the Wisconsin or "Mc-Reynolds B," and now S. Krug & Co. are wrecking the Iowa elevator which was threatened by the recent fire. The accompanying illustration shows the razing of the Iowa. Numerous other instances might be cited to prove that the erection of wooden terminal elevators is not economical but decidedly costly.

The destructiveness of this the latest great elevator fire is shown in the photographs; thousands of bushels of grain piled into charred heaps; tons and tons of twisted iron rods and machines; the blackened stumps of girders and pillars protruding from the grain; wrecked freight cars and the river slip a repulsive mass of grain bubbling and foaming in fermentation.

The lesson is obvious: build modern fireproof elevators. The great reduction in the cost of insurance in conjunction with the advantages of security will prove to be worth more than the extra cost of building fireproof structures. The fact that at least one prominent insurance company has decided not to accept wooden terminal elevator risks, and others are considering such a move ought to be recognized at its true worth.—**THE KNELL OF THE WOODEN TERMINAL ELEVATOR HAS BEEN SOUNDED.**

Discontinue my advertisement of elevator wanted. I have many letters offering good properties which I never would have heard of only thru the Grain Dealer's Journal.—Frank Sellers, Industry, Ill.

At the meeting of the National Convict Good Roads ass'n, July 22 at Grand Rapids, H. H. Gross, of Chicago, pres. of the Farmers' Good Roads League, advocated an issue of \$400,000,000 of bonds for road building, apportioned among the states by population.

New Grain Tariffs.

Among the grain tariffs recently filed with the Interstate Commerce Commission are the following, as reported by the *Traffic Bulletin*:

The Wabash in sup 4 to ICC No. 1045 rules that when cars furnished by the Wabash R R at stations west of St. Louis, Mo., for grain loading, require lining in order to insure against leakage in transit, and such cooping and lining are furnished by the shipper, this company will pay actual cost of same, but not to exceed 80c per car. When cars are furnished as above, for grain loading, are not equipped with the necessary grain doors, and cars are recovered by the shippers, an allowance of not to exceed \$1.20 per car will be made to cover the cost of the material and labor; effective Aug. 19.

Many roads are filing tariffs for the adjustment of grain door expense to comply with the recent ruling of the Interstate Commerce Commission that "a carrier may not lawfully reimburse shippers for the expense incurred in attaching grain doors to box cars unless expressly so provided in its tariff." Among those having recently filed tariffs establishing the payment for grain doors on a lawful basis are the Lake Erie & Western, ICC No. 1687, effective Aug. 20; Hocking Valley, ICC No. 1296, effective Aug. 18; Cent. Ind., ICC No. 124, effective Aug. 25; Mobile & Ohio, ICC No. A239, effective Aug. 26; Zanesville & Western, ICC No. 153, effective Aug. 23, and Western Maryland, ICC No. 2611, effective Aug. 25.

Allowances for elevation and storing at Kansas City, Leavenworth and St. Joseph are covered by the Chicago Great Western in amendment 11 to ICC No. 3897, effective Aug. 22.

Changes have been made in eastern points listed in the guide book for shipments of grain in bulk, in Erie & Western Transp. sup 8 to ICC No. 134.

Chicago & Alton makes a rate of 19½c on wheat, originating at other points, from Kansas City, to be milled in transit at Minneapolis and forwarded to Chicago, Milwaukee and Manitowoc, effective Aug. 29.

Chicago Great Western, wheat 9c, corn, oats, rye and barley 8c, from St. Joseph and Leavenworth to St. Louis, effective Aug. 24.

C. M. & St. P., wheat from Wapella, 11½c, from Fruitland, Ia., 10c to Chi-

cago and Milwaukee; corn, rye, oats and barley 10½ and 9c, effective Aug. 24.

A rate of 7½c on salvage grain has been made from Duluth by the Omaha road effective July 28 and by the Northern Pacific effective July 31, to Chicago and other points on west shore of Lake Michigan.

A rate of 6c on corn cobs from Peoria to Terre Haute has been made by the L. E. & W. and the W. T. L. Com., effective Sept. 1.

C. & A., elevator dust and screenings, 7c, St. Louis to Chicago and Joliet.

C. A. & C., grain, Akron, O., to Detroit, Mich., 8c; to Grand Rapids, 10c, effective Sept. 1.

Mo. Pac., millet seed, Vermillion, Kan., to Minneapolis, Minn., 26½c.

Vandalia, wheat, stations between Paris and Allentown, Ill., to Chicago, 7c.

A Grain Dealer's Dream.

I had a dream the other night,
A vision bright and fair
Filled my soul with sweet delight,
And robbed my mind of care.

The first glad sight to greet my eye
Was a host of farmers with grain to sell;
And strange to say, I was able to buy
At prices that suited myself quite well.

Stranger still—I staid amazed,
For the farmers, too, seemed quite content,
And not a grumbling voice was raised
As they dumped their loads and homeward went.

No kick at the price, no kick at the weight,
Just pouring it down right into the dump
Till my house was filled with the golden freight,
And I called for the agent, who came on the jump.

Now, strangest of all—wondrous to say,
He had plenty good cars right on the track,
And I loaded a train that very same day,
Without driving a nail or chinking a crack.

The vision changed—I sat at my desk
Checking returns from shipments galore,
Grades all O K—full up to the test,
Weights up to invoice—some running o'er.

At last, to make my joy complete,
I saw the scoopshovel trouble-maker
Wending slowly down the street,
Safe in the hands of the Undertaker.

But 'twas only a dream, alas, how sad,
Of things I long have hoped to see,
And when I woke, by gosh, I was mad,
To think of things as they really be.
J. F. Edwards, Dallas, Tex.



Ruins of Armour E and F Elevators at Chicago. Burned Aug. 3, 1908.

Seeds

Clover prospects not very good in our section of Ontario.—G. A. Bingham, Canada.

The Bartelde Seed Co. will add two stories to its building at Oklahoma City, Okla.

A seed barn, costing \$12,000, is being erected for the Agricultural College at Fargo, N. D.

I think we will have fair crop of red clover if weather continues good.—Herman Philipps.

Timothy seed will not be over a half crop, writes L. P. Barg, agent Farmers Co., White, S. D.

McBeth & Dallas have succeeded McBeth & Kinnison in the seed business at Garden City, Kan.

L. E. Spicer of Watertown, S. D., is moving his stock of seeds to another building in that city.

The Reynolds Seed & Commission Co. of East St. Louis, Ill., has increased its capital stock from \$10,000 to \$20,000.

The Chas. H. Lilly Co. of Seattle, Wash., has bot a carload of Kentucky blue grass seed for future delivery, subject to analysis and test by government inspectors before acceptance.

Toledo has been doing a large business in both wheat and clover seed. We have been promised a large crop of clover seed but some of the reports are not so optimistic.—F. I. King.

The St. Louis Seed Co. of St. Louis, Mo., is insolvent and unable to pay its debts, is the statement by an advertising company which has petitioned the court to have the company adjudicated in bankruptcy.

The condition of flaxseed on Aug. 1 is reported by the U. S. Dept. of Agri. to have been 86.1, compared with 92.5 on July 1, 1908, 91.9 on Aug. 1, 1907, 92.2 on Aug. 1, 1906, and 88.0 the average on Aug. 1 for five years.

The Stoeker Seed Co. has been incorporated at Peoria, Ill., to take over the seed business of which L. F. Stoeker has been the head for the past 6 years. The capital stock is \$30,000; and the incorporators are L. F. and H. W. Stoeker and Emil Unzicker.

Clover is about 50c higher per bu. on the strength of persistent reports that early prospects will not be realized. Mammoth clover is not filling well. Alsike crop has proven a miserable failure; this would lend color to less assuring reports on clover.—E. W. B. Kuehn.

The prospects for red clover are reported to be for a fair average crop in Germany, Austria and Russia, while Hungary and especially Italy complain that the long period of extremely hot and dry weather has done damage to the plants. The first cut which is used for hay, is said to have given very poor results in the latter countries, so that in some sections farmers will make hay from the second cut. France has sent good reports in general, except the southern part which suffered also from the dry period. New Chilean seeds have already arrived on the market, it is reported that the yield in that country is not as good as last year. The stocks in red clover are practically cleared up, and what is used before the new crops

come in cannot be bought at lower prices than those during the end of last season.—R. Liefmann Sons' Successors, Hamburg, Germany.

Clover seed has enjoyed a speculative spree this week. It frequently does when grain stimulates speculation. It is sort of a sympathetic feeling. The bulls take nerve and talk famine prices, such as have prevailed for several seasons. March was up to 13.35 last spring. Forget that in buying. Keep your eye on the October for the prime price in buying. The lower grades will depend upon the quality of the crop. Demand now is speculative. October sold at \$7.95 and March \$7.90 this week. Chronic bulls, outside and local, are the principal longs and still talk ten-dollar seed. It will come to a show-down in a few weeks. Then it will be known how the crop will turn out. Crop reports are a little more mixed than they were. Some say it was too dry.—C. A. King & Co.

Clover seed made new high records this week. The same thing happened one year ago when October sold at \$10.32½, closing there. Early in the week shorts became very anxious. Their efforts to cover found little for sale and the price was bid up sharply to get any. Later, however, a few lucky longs took profits and prices declined. The market is nervous and liable to be until something more definite is known of what the final outcome will be. If Europe has no seed to sell this year America may have none too much to go around. The bins the world over were swept clean last year, and this is going to be a big factor. Two weeks ago Europe bought some December here but don't think they have taken any this week. Samples of new clover received by us so far show excellent color, good quality, in fact a very high grade, some of it a little too dirty, but the bulk of it could be cleaned to Prime even though it was N. E. G. in the rough.—J. F. Zahm & Co.

Wheat Swindle Revived.

"Alaska" wheat which will yield 200 bus. to the acre is claimed to have been discovered by an Idaho agriculturist. This is the story of the farmer as repeated in the columns of the daily press, which evidently originated in the publicity department of the agronomic wizard.

Mr. Adams secured a head of this Alaska wheat in 1904 [where?], sowed the seed in the fall and secured a 7-lb. yield. In the spring of 1906 he sowed the 7 lbs. and reaped 1,545 lbs. Next spring he sowed the 1,545 lbs. This was a bad year, nearly all the blue stem and club wheat in Idaho being destroyed by the elements, yet when harvested the wheat yielded 53,000 lbs., an increase of about 35 fold. Experiments have been carried on since that time, and now it is claimed Mr. Adams has 800 acres of the growing cereal, every grain of which may be sold for seed.

We herewith reproduce what are purported to be photographs of the Alaska wheat in head and kernels in the bottles compared with the blue stem. It has been claimed that the Idaho Agri. College has made laboratory tests of the wheat, and has declared it contains more protein, making it more valuable for food, than the well known and time tried blue stem.

As a sequel to this interesting story, which if true would revolutionize the wheat growing industry, and make Idaho the granary of the world, it is recalled

that a few years ago a seven-headed Egyptian wonder wheat was claimed to have been found by an archaeologist in one of the tombs of the Pharaohs, and the publicity it received enabled this archaeological grafter to secure a great many dollars from the eager and unsuspecting agriculturists of this country. Professors W. H. Olin and F. Knorr of the Colorado Agri. College



Two Heads of Wheat, Picked at the Same Time After Having Been Planted the Same Day, Growing Side by Side. The Smaller Head is the Famous Blue Stem and the Larger Head is the New Alaska Discovery.



The Wonderful Alaska Wheat, Compared With a Sample of High-Grade Ordinary Wheat. The Bottle With the Large Cork Contains the New Wonderful Kernels.

believed, after an examination of the Alaska wheat, that it was the same as the Egyptian, and planted the two varieties side by side. Now that both crops have about matured they find they were right for not even an expert can tell the difference between the two.

The marvelous stories concerning this wheat all savor of graft. Hundreds of columns have been printed in newspapers about Alaska wheat, which originated in a Minneapolis news bureau. It would seem that the purpose in advertising it was eventually to offer it for sale at so much per ounce. It would be far too expensive to sell by the bushel. Until all doubt about Alaska is removed grain dealers will do well to advise country patrons not to invest in it.

A Generous Railroad.

The greed of the "octopus" is universally recognized, yet once in a long while something happens which tends to prove that some men behind the great railroad systems are not all tyrants. An incident of this kind happened in Massachusetts recently.

Nathan Tufts & Sons operate the Bunker Hill Elevator at East Somerville which business has been established for eighty years. During that time there has been considerable wear upon the machinery owing to the large business of the company. Among other improvements it was necessary to make recently, the company decided to put in new boilers. The Boston & Maine R. R. Co. learned of this, and promptly tendered them the use of one of their steam engines to furnish power for elevator while the new boilers were being placed. Thru the unprecedented magnanimity of this railroad system the firm was enabled to continue its business uninterrupted while boilers were being installed. So far as the *Journal* has been able to learn the Boston & Maine R. R. has not been forced to quit business on account of its generosity. An illustration of the locomotive substituted for steam boilers is shown herewith.

Supply Trade

W. R. Ream is the new representative of the Huntley Mfg. Co. at Tilsonburg, Ont.

Rosenbaum Bros. and the Hammond Elevator Co. have purchased Cyclone Blow Pipes for their elevators.

That business which is so "different" that it cannot be helped by advertising usually remains about the same.

The Huntley Mfg. Co. write: "We have not been so busy in three years as we are at the present time. Orders are piling in to beat the band."

Advertising is salesmanship, pure and simple. Successful salesmanship depends solely on ability to present an article in the most enticing and favorable light, with sufficient power of suggestion to create appetite, impress the desirability, the convenience or the necessity of that article.

The Wolf Co., manufacturer of mill and elevator machinery, has been taken out of the hands of a receiver and reorganized. The new officers are making improvements in every department and H. G. Wolf expresses his belief that the company will be kept busy. The board organized by electing W. K. Sharpe pres. and T. C. Walk sec'y-treas.

The Invincible Grain Cleaner Co. makes a large number of machines which are used by a large number of grain dealers and millers the country over. It is not ashamed of any of these machines, in fact, the company believes they are the "best ever," and in order to tell its friends and customers a few facts about the company, and show a large number of illustrations of its machines it has issued a 112 page catalog which *Journal* readers may secure by asking for it.

N. B. Trask, who has been identified with the Invincible Grain Cleaner Co.

for a number of years, died July 10. He had just returned from a business trip to Harrisburg, Pa., and was apparently in good health when he was fatally attacked with stomach trouble. Mr. Trask was well known to the grain trade in most of the states along the Atlantic Coast and his personality will be missed by his friends as well as his salesmanship by his company. Mr. Trask is outlived by a wife, son and daughter.

"Something Better" is the title of a handsome publication recently issued by H. W. Caldwell & Son Company. The purpose of the pamphlet is to show by writing and illustration the kind and quality of machinery furnished the Hecker-Jones-Jewell mill of New York city by the above firm. This mill is said to be one of the most perfectly equipped in the United States, and the H. W. Caldwell & Son Company says the machinery furnished by it was out of the ordinary and of special excellence. Readers of the *Journal* will find it profitable to look over this pamphlet.

Semi-Annual Statement of the Mill Owners Mutual.

The sixty-sixth Semi-Annual Statement of the Mill Owners Mutual Fire Insurance Company of Iowa, shows the Company to have had insurance amounting to \$9,438,860 in force on July 1, while its deposit amounted to \$288,517.

During the first half of the year the company received \$61,623 from assessments; \$9,568 from guaranty deposits; \$8,795 from interest and \$14,810 from mortgages repaid; all of which, with the cash on hand Jan'y 1, amounted to \$141,984.

During the first six months of the year the Company paid losses amounting to \$37,469; while its expenses amounted to \$15,037.

Its assets on July 1, in addition to the deposit notes included: \$231,147 real estate loans secured by first mortgages; \$4,040 interest accrued, and \$48,651 cash on hand, making the total assets \$572,356.



R. R. Locomotive Used to Run Bunker Hill Elevator.

New Insurance Rate Schedule for Country Elevators.

A careful study of the fire hazards to be found in country grain elevators has resulted in the adoption by mutual companies making a specialty of insuring such elevators and their contents, of a new rate schedule which comes nearer to placing all on an equal basis than any schedule used heretofore. It should be borne in mind that the rate schedule of a mutual fire insurance company does not represent the ultimate cost of insurance. The schedule must be high enough to produce an income sufficient to meet any losses and expenses without any extra assessment, the purpose of this schedule being merely to facilitate equity among policy holders.

Each policy holder under the new schedule will be given a rate according to the construction of his elevator, and all elevators of the same construction and exposure will have the same rate. Experiences of the past show that the mutual companies charging the highest basis rate are the companies supplying insurance at the lowest net cost to the policy-holder.

The new schedule is carefully classified and so arranged that every elevator owner should be able to understand how to build an elevator so as to secure insurance at a minimum cost. Elevator builders who ignore the schedule of the mutual companies have not the interests of their patrons at heart and oftentimes they can build a good elevator cheaper by complying with the requirements of the mutual insurance companies standard elevator. Few builders would dare attempt to reduce the cost by attaching a steam power plant using shucks and cobs for fuel, yet occasionally it is done and the cost of insurance on the building and contents greatly increased.

A careful study of the following schedule will prove of great assistance, not only to elevator builders, but also to elevator owners, in avoiding the unnecessary increase in the fire hazard and the cost of insurance:

STANDARD ELEVATOR.

Elevator Building.—To be of crib construction or heavy frame studding. Cribbed buildings to be of 2x6 and 2x4 or heavier piece stuff spiked together, 2x4 piece stuff may be used alone when bins do not exceed in dimensions 8x8x30 feet. In frame constructed buildings 2x8 or larger, studding according to size of bins, must be used to be not over 16 inches apart. Studded bins to be rodded. Outside to be iron clad including the eaves and window casings. Brick, stone or concrete foundations. Roof of metal, slate or composition. Cupola must be roomy with space for a barrel of brine and elevator heads accessible. Basement or pit must be easily accessible and well lighted, especially in and around boots of elevator. Pit and floor basement to be cement. Conditions of construction apply to all additions and office except that 2x4 studding may be used. Each stove to have substantial brick flue built from ground or foundation walls. Stove pipes riveted and well wired. Stove pipe chimneys prohibited.

Standard Equipment.—No cleaners, shellers, or feed mills. Shafting, belts and drag chains to run clear and be easily accessible. All shaft bearings to be adjustable. Shafting through bins or dumps prohibited. Pulleys in heads and boots of elevators to be of iron. Wood rim pulleys prohibited in heads and boots.

All elevator heads must be hopped to the down leg, at an angle of at least forty-five (45) degrees, to prevent accumulation of stock under pulleys and possibility of pulleys rubbing on strut board, with hand holes, or hinged doors on the side or front.

All elevator buildings and premises must be kept clean and orderly. No accumulation of cobs allowed on the premises except in cob house. Where cleaning or shelling is done in cob house and a cob house should be built.

A standard cob house shall not have boiler

er setting as a party wall, and if frame power house, boiler settings to not be within thirty (30) inches of cob house wall. To have cement floor and walls above moisture line. Iron cob spout from elevator. No direct opening into boiler room, but to have interior partition for space sixteen (16) square feet six (6) feet high, with slanting top and arranged to prevent overflow into boiler room.

There must be at least one barrel of salt water on each floor in cupola, and one or more on first floor and basement, with fire pails at each barrel.

Power.—According to the standard description under each heading.

Brick, stone or solid cement boiler house; metal, slate or composition roof detached twenty (20) feet or more from elevator building additions or covered wood driveway.

Frame boiler house; metal, slate or composition roof; detached forty (40) feet or more from elevator buildings, additions or covered wood driveway.

Boilers to be well set in brick and have at least a four (4) foot space between top of boiler and roof and in frame boiler house to have thirty (30) inches clear space at side and rear to be accessible for examination.

Stack to be brick or iron on brick base, base being five feet or more above boiler house roof, or iron stack detached forty (40) feet from elevator building or additions. Iron stack must have ten (10) inch clearance at roof. Stack to be higher than highest point of roof.

Basis Rate \$1.75

CHARGE FOR DEFICIENCIES.

- (a) For brick, stone or solid cement boiler house make the following charge for detached distances stated and fractions of four (4) feet: For 16 feet add 15 cents; 12 feet add 30 cents; 8 feet add 45 cents; 4 feet add 60 cents. Less than 4 feet or attached.... \$.75
- (b) For frame boiler house make the following charges for detached distances stated and fractions of five feet: for 35 feet add 20 cents; 30 feet add 25 cents; 25 feet add 50 cents; 20 feet add 65 cents; 15 feet add 80 cents; 10 feet add 95 cents; five feet add \$1.10; less than 5 feet or attached..... 1.25
- Note:—For brick veneered, cement plastered or iron clad and lined power house as described when detached thirty-five (35) feet no charge. When less than thirty-five (35) feet deduct twenty-five (25) cents from frame power house rate.
- (c) For belt cover or passageway leading from detached power house not entirely of iron on wood studding and rafters..... .15
- (d) For each foot boiler is less than 4 feet from roof or wood tanks... .10
- (e) In frame boiler for lack of thirty (30) inches clear space at side or rear of boiler..... .25
- (f) Metal stack, not on brick base, within forty (40) feet of elevator or additions..... .25
- (g) If main boiler room of boiler house is less than ten (10) inches from wood or metal breaching to brick stack or brick base is less than fourteen (14) inches from wood..... .25
- (h) For cob house not of standard arrangement and with direct opening to boiler room or for cobs piled adjoining power house for fuel purposes..... .25
- (i) If no solid brick, cement or stone foundation to boiler building... .10
- (j) If no iron cladding on elevator building..... .10
- (k) If shingle roof on elevator building, additions or power house..... .25
- (l) For each cleaning machine, oat clipper or feed grinder other than attrition mill..... .10
- (m) For having more than one feed grinder or roller mill, each..... .25
- (n) For each attrition mill..... .25
- (o) For each corn sheller..... .25
- (p) If baled hay is handled or stored in or on premises within fifty (50) feet..... Decline
- (q) If boiler in main building..... Decline

OTHER THAN STEAM POWER.

Gasoline Engine Power.—Engine to be pump feed and electric spark igniter set on solid foundations on brick or concrete floor; not more than one-half (1/4) gallon of gasoline to be kept in priming tank in engine room. Feed tank to be not over sixty (60) gallons capacity to be at least fifteen (15) feet from elevator building additions or covered with wood driveway and engine room and underground; and at least twenty-five

(25) feet away if above ground. Surplus or storage tank to not exceed two hundred and fifty (250) gallons and to be at least fifty (50) feet from elevator building, addition, driveway house; less than twenty-five (25) feet prohibited. Storage tank may be over twenty-five (25) feet and located in a solid brick or cement building used for no other purpose. Engine room, if brick or cement, to be detached from elevator building, additions or covered wood driveway ten (10) feet; if brick veneered, iron lined, cement plastered outside and inside on wire lath, or iron clad and iron lined on wood studding, to be detached sixteen (16) feet; if all frame, to be detached twenty (20) feet. To be shaft or cable drive where credit is given for detached power house. Gas engines take all the charges of gasoline engines except the tank charges. Exhaust pipe and pot must not be in contact with wood.

Electric Motor Power.—Induction motors without brushes and fully incased motors may be installed in any dry and reasonably dustless portion of elevator or additions, without being enclosed in specially constructed dust and fire-proof room. Take basis rate with additional charges given below to apply.

All other types of motors except when located in buildings built specially for the purpose (as described in paragraph following) or in power plant used in connection with elevators must be installed in dust and fire-proof room, all the wood work of which must be lined with 1/4-inch asbestos and the floor made of cement. Take basis rate with additional charges given below.

Motors of any type taking current from trolley circuits of any kind to be located in detached (fire proof) power houses. Feed wires must not be brought into, upon or against main buildings or additions. Lightning arrestors and all ground connections must be according to Code of Electrical Rules. Such installation of motors takes the Basis Rate.

Motors, wiring and other electrical apparatus used in connection with the equipment must be installed in full compliance with the Code of Electrical Rules furnished by this company. Copies of electrical requirements furnished for application. **Cable or shaft power** takes the same rates as the schedule provides for detached requirements of the kind of power used.

Gasoline or Gas Engine Power......Basis \$1.75
Electric Motor Power......Basis 1.75
Cable or Shaft Power......Basis 1.75
Horse PowerBasis 1.75

CHARGE FOR DEFICIENCIES.

- (a) For brick or solid cement engine house make the following charges for detached distances stated and fractions of two feet: For 8 feet add 5 cents; 6 feet add 10 cents; 4 feet add 15 cents; 2 feet add 20 cents; attached..... \$.25
- (b) For frame engine house located under office or driveway make the following charges for detached distances stated and fractions of two feet: For 18 feet add 5 cents; 16 feet add 10 cents; 14 feet add 15 cents; 12 feet add 20 cents; 10 feet add 25 cents; 8 feet add 30 cents; 6 feet add 35 cents; 4 feet add 40 cents; 2 feet add 45 cents; attached..... .50
- Note:—For brick veneered, cement plastered or iron clad and lined power house as described when detached sixteen (16) feet no charge. For less than sixteen (16) feet deduct ten (10) cents from frame power house rate.
- (c) For belt cover or passageway leading from detached power house, not entirely of iron on wood studding and rafters..... .05
- (d) If pump feed engine in elevator, electric spark igniter..... .75
- (e) For engine having gasoline reservoir in base additional..... .25
- (f) If gravity feed engine in standard engine house only..... .75
- (g) If gravity feed engine in engine house attached, of all constructions..... Decline
- (h) If gasoline feed tank is less than twenty-five (25) feet from elevator building or driveway and above ground..... .25
- (i) If gasoline feed tank is less than fifteen (15) feet from elevator building or driveway and underground brick power houses not included..... .15
- (j) For surplus or storage tank not in a brick or cement building detached less than fifty (50) and over two (2) feet..... .25
- (k) Add for each motor other than induction motors without brushes and fully incased motors, when

located in elevator and additions, and not installed in dust and fire-proof rooms as described in paragraph above.....	25
(l) Add for current taken from outside sources, supplying motors of any type.....	15
(m) Add for inside wiring to each motor of any type located in elevator or attached frame power house.....	10
(n) If no solid brick or stone foundation to elevator building.....	10
(o) If no iron cladding on elevator building.....	10
(p) If shingle roof on elevator building, additions or power house.....	25
(q) For each cleaning machine, oat clipper or feed mill other than attrition mill.....	10
(r) For having more than one feed grinder or roller mill, each.....	25
(s) For each corn sheller.....	25
(t) For each attrition mill.....	25
(u) If baled hay is handled or stored in or on premises within fifty (50) feet.....	25
(v) If horse power and horses are stabled in power house or stable adjoining.....	50

Note:—If charge for baled hay has been made, then add only 25 cents for stabling horses.

CRIBS.

Single crib construction not over fourteen (14) feet in height (detached (except by similar cribs).....	75
Double cribs or bins with or without driveways or dumps over fourteen (14) feet in height take same rates as warehouses of similar construction less than twenty-five (25) cents.	

WAREHOUSES.

(a) One story, brick or stone, metal, slate or composition roof, detached 80 feet.....	1.25
(b) One story, brick or stone, shingle roof, detached 100 feet.....	1.40
(c) One story, frame, iron clad, metal roof detached 100 feet.....	1.50
(d) One story, frame, metal roof detached 100 feet.....	1.60
(e) One story, frame, shingle roof, detached 100 feet.....	1.75

Charge 10c for each additional story if brick, and 15c if frame.

For ground area exceeding 5,000 square feet for each additional 2,500 square feet or fraction, charge 10 cents.

RATES ON STEEL, TILE AND CEMENT STORAGE TANKS AND CONTENTS.

Basis rate Steel Tank and contents detached 80 feet.....	50
For exposure see Exposure Table.	
Basis rate Tile or Cement Tanks and contents detached 30 feet.....	25
For exposure see Exposure Table.	
Add 25c to rate if Conveyor Gallery or Tunnel connection is frame or iron clad.	
Add 10c additional to rate if no automatic fire door at each end of Conveyor Tunnel connection and Conveyor Gallery connection.	
All insurance on tanks must be at least 60 per cent of value.	
All insurance on contents of tank must be 75 per cent of value.	
If exposed tanks and contents only are insured, add 50 per cent to the net rate, both for tanks and contents.	

GRAIN DRYERS.

Following charges to be made when the grain drying apparatus is located in elevator building or additions:

Fans used in connection with the system and located in the elevator building or frame additions..... \$.25

Steam coils used in connection with the system and located in elevator building or frame additions..... .15

Dryer used in connection with the system and located in the elevator building or frame additions..... .10

No charge for grain dryers when installed in brick building detached from elevator building or additions, and with metal spouts to elevator having proper cut-offs.

No charge for an iron enclosed dryer when located outside of buildings or additions with metal spouts.

Where dryer is located in clear space between elevator and power house and is enclosed in a building, make charge for attached power house.

Portions of the dryer plant, so located as to require rate charges, may be written blanket with elevator building. Where no rate charges are made the dryer and equipment shall be written specific.

In cases where rate charges are made for dryer, endorsements shall be attached to policies giving permit for use one hundred and twenty (120) days each year during the life of the policy.

GENERAL REMARKS.

Charge for horse stabled in elevator or frame building less than 15 feet detached..... \$.25

(Note.—Add 25 cents for keeping more than two bales of hay if previous charge has not been made for hay.)

For a man lift elevator to top of Texas deduct..... \$.10

Three-fourths (¾) brick power house to rate as frame.

In a final rate do not recognize fractions of 5 cents. If fraction is 2½ cents or over, increase; if less, deduct to next amount divisible by five.

When there are two kinds of power ascertain the portion of each year the highest rated power is used, and figure the premium for the time. Figure the premium for the remainder of the year on the lower rated power and determine the average rate or premium. Use endorsement giving permit to use higher rated power for the time its premium is figured. For combined machines, such as sheller and cleaner, make full charge for each.

Barrels of brim or calcium chloride with two metal pails at each barrel must be supplied on each floor, Texas and basement for each 1,000 square feet of area or fraction thereof.

On policies in force, changes which increase or decrease the rate less than 30 cents need not be changed until policies are rewritten or expire.

No deduction for standpipe and hose: watchman and watchclock; fire walls and fire doors, unless the elevator be of a character and (or) takes a fifty (50) cent increase charge of a large capacity or transfer house. If such fifty cent charge is applied the following deductions can then be made for a, b, c, d and e.

POWER HOUSE.

(a) When boiler and engine house is brick or stone and has an 8-inch division

wall of brick or stone between the engine and boiler house, with fire wall extending at least two (2) feet above engine and boiler house roof, and the openings between the engine and boiler house protected by standard fire doors and shutters, deduct..... \$.15

(b) When the boiler and engine house is brick or stone and has an 8-inch division wall between the mill and engine house, with fire wall extending at least three (3) feet above the engine house roof, and the openings in same protected by standard fire doors and shutters, deduct..... .35

STAND PIPE.

(c) For 2-inch stand pipe extending above the top floor of building and close to stairways, and with sufficient amount of 1½-inch cotton, rubber-lined hose with ½-inch nozzle opening, attached on each floor of building, deduct..... .15

WATCHMAN.

(d) For watchman using Standard Watchmans Time Detector, with at least one station on each floor of building and engine and boiler house, and watchman required to make hourly rounds, and to be on duty at all times when the machinery is not running, for any cause, excepting when other employees are on duty, and then he is relieved from duty only in day time while such other employees are actually in the premises; records to be dated and filed and kept for inspection at least 90 days; a reduction will be made of..... .25

(e) If A. D. T. system is used, a reduction will be made of..... .40

Improved Blow Pipe.

The Cyclone Blow Pipe Co. is installing thirty of its dust collectors in the elevator now being built by the Barnett & Record Co. for the Canadian Pacific R. R. at Fort William, Ont. It will be one of the largest dust collecting systems ever placed in any terminal elevator.

The illustration of the blow pipe shown herewith seems from the exterior to be an ordinary machine but the improvement of this machine is in its interior



EXPOSURE TABLE.

Tile and Cement Tank.	Iron Tanks.	Exposures	Exposures	Per cent of exposure rate to be charged.
		Whose Rate is 1½% or less.	Whose Rate is over 1½%.	
		Under 15 feet	Under 20 feet	.50
		25 to 20 feet	20 to 30 feet	.45
		20 to 25 feet	30 to 40 feet	.40
		25 to 30 feet	40 to 50 feet	.35
		30 to 35 feet	50 to 60 feet	.30
		35 to 40 feet	60 to 70 feet	.25
		40 to 45 feet	70 to 80 feet	.20
		45 to 50 feet	80 to 90 feet	.15
		50 to 60 feet	90 to 100 feet	.10
		60 ft. or over	100 ft. or over	.00

First add to rate of exposing property one-third (⅓) of its exposed rate by other risks whose exposure is not added direct to risk being rated. If the exposing charge does not exceed 17½ cents omit charge.

If exposing property is owned by assured and rate of such property does not equal or exceed rate of risk rated omit charge.

If exposing property has the same ownership as risk being rated but leased to other parties or if owned by other parties and leased by owner of property being rated, then charge one-half (½) of exposure rate.

For specific insurance on surrounding property of assured exposure, according to table, should be charged for all property rating higher than risk being rated, but in no event to exceed the highest rate charged.

For iron clad or brick veneered exposures..... deduct 10 per cent of exp. charges

For brick exposures with openings..... deduct 20 per cent of exp. charges

For brick exposures with solid walls or all iron..... deduct 30 per cent of exp. charges

For volunteer or part paid fire department with hydrant or cistern within 150 feet..... deduct 10 per cent of exp. rate

For full paid fire department with hydrant or cistern within 150 feet..... deduct 20 per cent of exp. charge

Note:—No reduction for fire department to the rate of the risk being rated.

guard which breaks the centrifugal resistance of the air thus increasing its efficiency. Also with this blow pipe the speed of the blower can ordinarily be reduced or greater suction obtained as the operator desires. The improved guard of the Cyclone Blow Pipe is the feature of the machine over which there is litigation between the Cyclone Blow Pipe Co. and the Allington-Curtis Mfg. Co.

"Alfalfa's Affinity is Out There in Kansas" is the apt appellation of Sec'y F. D. Coburn's latest little brochure.

Grain Trade News

ARKANSAS.

Pine Bluff, Ark.—Chancellor John M. Elliott named J. E. Boyce and Frank L. Royston as receivers for the J. A. Holes Co. They were required to give a bond of \$10,000. The assets of the company are about \$90,000, with liabilities aggregating \$60,000. The company was engaged in the grain and provision business.

Little Rock, Ark.—New rules for grading western oats and rejected corn were adopted July 23 by the hay and grain committee of the Little Rock Board of Trade. The new rules are adapted to the lighter weight of this season's oats. The requirement for No. 3 red oats is 27 lbs. and for No. 4 23 lbs. per measured bu.

CALIFORNIA.

San Francisco, Cal.—The Merchants Exchange recently elected the following directors for the ensuing year: H. C. Chesebrough, E. R. Dimond, Joseph Durney, E. L. Eyre, Rudolph Herold, Jr., E. T. Kruse, Joseph Magner, Andrew S. Moseley, I. F. Moulton, James Rolph, Jr., and F. A. Somers.

San Francisco, Cal.—Mrs. Elizabeth Eppinger, widow of the late Jacob Eppinger, died July 24. Her death was almost directly due to an unprecedented series of tragedies in her family. In 1902 Jacob Eppinger was one of the wealthiest grain merchants on the Pacific coast, but in 1903 he failed in a sensational manner and was later indicted on a charge of negotiating fraudulent warehouse receipts. In this case the jury disagreed, and the great fire destroyed all records of the case. An attempt was made by the federal authorities to bring him to trial, but continuances were granted because the defendant could not secure copies of indictments. Mr. Eppinger's health began to fail and he passed away June 28. A week later a favorite daughter died, and a few days ago a son, Isaac Eppinger, was committed to the insane asylum at Ukiah.

CANADA.

Arden, Man.—The Wilson Flour Mills, with storehouse and eltr. were destroyed by fire July 24; 6,000 bus. of wheat burned. Loss, \$35,000.

Guernsey, Sask.—T. S. Matheson will build two 30,000 bu. eltrs., one at Keelwell and one at Guernsey, Sask. C. E. Bennett has the contract.

Waldron, Sask.—The Grand Trunk Pacific Ry. has promised to build a 30,000-bu. eltr., with a loading platform, in time for this season's grain.

Winnipeg, Man.—The Inland Grain Co. is to be incorporated to succeed the Smith Grain Co. and the capital stock is to be increased from \$40,000 to \$75,000.

Brandon, Man.—It is said that the British American Eltr. Construction Co., Ltd., will erect 11 eltrs. along the Canadian Northern Brandon-Regina branch line.

Estevan, Sask.—We intend building at once a 30,000-bu. eltr. at this place which is the junction of the Souris and Soo

Railroads.—S. A. Duncan, secy. and treas., Estevan Farmers Eltr. & Trading Co.

Toronto, Ont.—The building owned by C. Wilson & Son, and leased to the Crown Coal Co., was undermined by high water and collapsed into a complete wreck. It contained about 18,000 tons of coal and 60,000 bus. of wheat. The loss on the eltr. is estimated at \$10,000, and as the building is unfit to use, it will probably be rebuilt.

Montreal, Que.—Superintendent Nehin of the Harbor Commissioners Eltr. recently broke a record and gained a lead over the Grand Trunk and the Canadian Pacific Eltrs. here by taking out 80,000 bus. of wheat in 8½ hours when unloading the steamer A. D. Davidson. The best previous record here was by the Grand Trunk Eltr., 77,000 bus. in 9½ hours.

Winnipeg, Man.—Frank W. Peters, an official of the Canadian Pacific, who represented that road at the hearing on the grain act, predicts trouble in handling the crop in consequence of the amendments urged by the grain growers and accepted by the Dominion House. Among the changes opposed by the roads and adopted were special bins for shippers in certain cases and the holding of cars at Winnipeg for orders.

Winnipeg, Man.—The new Grain Exchange building will be ready for occupation early in September. There are a few minor changes in rules and regulations governing the Exchange. Practically they are about the same as before. We expect that part of the wheat crop of 1911 will go to Europe via Fort Churchill, Hudson Bay. There will be a grain blockade, as usual, this year, if crop comes off good. Such blockade is our country's best ad.—Campbell & Wilson.

For the annual crop veiwng tour of the Northwest Grain Dealers Ass'n. Sec'y Frank O. Fowler of Winnipeg, reports that the following itinerary has been arranged, with stops at intermediate stations when desired: Leave Winnipeg at 7:30, Aug. 15; Souris, 13:30, 13:40; Estevan, Sask., 19:30. Leave Estevan second day at 7 a. m.; Moose Jaw, 12:45, 13:00; Indian Head, 16:15, 16:30; Regina, 18:30. Leave Regina third day at 7 a. m.; Prince Albert, 17:30, 17:40; Saskatoon, 21:15. Leave Saskatoon at 6:30 fourth day; arrive Brandon late that night and leave at 8 a. m. on the fifth day; Miniota, 11:20; Macgregor, 16:35, and return to Winnipeg at 19:30.

Elgin, Man.—Four of the five eltrs. at this point have new buyers this fall. J. B. Craig, who has for three years been employed by the Canadian Northern Co. has been appointed superintendent of a division, and has charge of thirty-two eltrs. in northern Manitoba and Eastern Saskatchewan and will make his headquarters at Minnedosa. C. A. Sparrow, for four years at Myrtle and Fairfax has succeeded him here. C. W. Bearce, who has been in charge of a number of eltrs. of the International Eltr. Co. at various points in the west, arrived this week to take charge of their eltr. here.

J. Bailey has been engaged by the Western Canadian Flour Mills Co. and John Magee by the Winnipeg Eltr. Co.

CHICAGO.

Memberships in the Board of Trade are selling at \$2,650.

Joseph Rosenbaum has been seriously ill at the Michael Reese hospital.

John H. Wheeler, formerly with Miner & Co., is now with E. W. Bailey & Co.

Think the rust scare is overrated. Getting some good wheat but no oats.—J. H. Van Dyke.

New oats are moving freely and grading well. Think present prices ought to bring in a lot of oats.—S. H. Warner.

H. G. Smith, the well known traveling representative of Arthur R. Sawers, has been very ill from poisoning for the last three weeks.

A car of new spring wheat was received at Chicago Aug. 6 from Iowa. It was in a heating condition and was inspected no grade.

J. H. Harney Co. incorporated, capital stock, \$1,000; incorporators E. A. Meyer, John J. Smith, M. Loftis; to do a general commission business.

The Chicago House Wrecking Co. has purchased the salvage grain of eltrs. "E" and "F" which was owned by the Armour Grain Co. when the buildings burned.

The Mueller & Young Grain Co. succeeded in having the tax reviewers reduce its assessment \$45,000 on the eltr. at Stewart Avenue. The reduction is to \$75,000.

The new switching rules of the Illinois Railroad & Warehouse Commission are said to be ready, only waiting an opinion by the attorney-general on the legality of certain clauses.

In appreciation of the work of the firemen at Eltrs. E and F and the Union Eltr., especially in saving the Union, the Armour Grain Co. sent the firemen's benefit fund \$1,000.

Peter Eschenburg, who was a member of the former firm of Eschenburg & Dalton, has gone with the Geo. H. Sidwell Co., and will give his entire time to the selling of consignments.

Miner & Co. are retiring from business on account of lack of it. Practically all of the business has been transferred to other houses on the Board of Trade and all the employees have been placed with other firms. In fact the demand for good men was so great that many of the men were offered two and three jobs.

Application for membership in the Board of Trade has been made by W. Z. Sharp, L. A. Rang, H. J. Myers, W. C. Seele, H. H. Brunt and John MacKenzie. Applications for transfer of membership in the Board of Trade have been made A. W. Eisner, W. T. Carrington, M. Taaffe, estate of Ira J. Mason, H. L. Pierson, E. M. Love, J. C. Hill, Jr., W. T. Kemper and G. A. Muir. Members of the board recently admitted are E. S. Waterbury, Chris Peterson, J. H. Elker and D. B. Roberts.

The Geo. H. Sidwell Co., which was incorporated as reported in this column Jul. 10, has succeeded Geo. H. Sidwell & Co., a change which is made to give several of their employees who have been with the firm a number of years, an interest in the concern, the management remaining as heretofore. The officers are Geo. H. Sidwell, pres.; Geo. T. Sidwell,

vice pres. and gen. mgr.; Geo. A. Wegener, vice pres.; Fred E. King, treas., and John J. Leonard, secy.

The Alliance Eltr. operated by the Burns-Yantis Grain Co., is now ready for business after being subjected to several changes during the last few weeks. A drier is yet to be installed. The eltr. is of steel construction thruout, and has storage capacity for 500,000 bus. with a transfer capacity of 75 cars per day. The company can clip and bleach 100,00 bus. of oats per day. The operation is carried on under the name of the Alliance Eltr. Co., a corporation whose stock is owned by the above firm.

COLORADO.

Denver, Colo.—Dorr & Co., dealers in grain and stocks, and members of the Chicago Board of Trade, have suspended business.

Trinidad, Colo.—We are putting in a new 80-ton capacity standard railroad track scale.—The Bancroft-Martz Feed & Produce Co.

Denver, Colo.—The Jenson Barley & Feed Mill is one of the best equipped in the state for making rolled oats and barley and are buyers of the best grain in near by states.

Denver, Colo.—The next meeting of the Colorado Grain Dealers Ass'n will be held at the Traffic Club in Denver, Saturday, Aug. 22, 1908, at 10 a. m., and at 2 p. m. The Denver grain dealers will serve a lunch at 12:30, and in the evening arrangements will be made to attend one of the resorts here, probably Lake-side. The lunch and evening entertainment will be tendered to the individuals free. There are several matters of interest and importance, coming up at this meeting. The most important will be to decide on some way of establishing destination weights and grades on all the grain shipped to this state. Another will be to discuss the proposed advance in rates by the railroads. All matters that are brought up will be thoroly gone into and we hope by getting together we will hear suggestions that will be profitable to all.—G. E. Ady, Pres.

DISTRICT OF COLUMBIA.

Washington, D. C.—The grain business has been dull. Prices too high. Business will open up here about the middle of Sep.—R. L. Galt.

IDAHO.

Stites, Ida.—R. H. Hastings, of Walla Walla, agent for Balfour, Guthrie & Co., will erect a warehouse here.

Meridian, Ida.—Smith & Co. are erecting a large hay and grain warehouse. They will be associated in the new enterprise by the Vickers-Sims Co. It is up to the Oregon short line to rush in a siding in time to take care of the fall shipments of grain and hay.

Nez Perce, Ida.—If five grain companies which are contemplating building grain warehouses here should do so this will be the largest grain shipping station in Idaho, a distinction held at the present time by Vollmer. The grain companies and individuals who expect to build houses are Balfour-Guthrie & Co.; P. W. Lawrence; C. E. Woods & Co.; L. R. Robinson and the Farmers Union. The combined capacity of the proposed warehouses will be 1,000,000 bus.

ILLINOIS.

Serena, Ill.—The Neola Eltr. Co. has purchased a Reliance Dump Controller.

Graymont, Ill.—S. G. Sands, of Cornell, will be agent for the Rogers Grain Co.

Little Indian, Ill.—The Neola Eltr. Co. has purchased a Reliance Dump Controller.

Astoria, Ill.—Bader & Co.'s eltr. is now completed and they are doing a heavy grain business.

Chapin, Ill.—The farmers are building an eltr. here and one at Neelyville.—A. L. Leslie, Meredosia.

Texas City, Ill.—I have installed a Mattoon Grain Loader in my eltr. this season.—W. T. Garner.

Manchester, Ill.—I am out of the grain business.—J. E. Bossarte, formerly agt. for Elmore & Lemmon.

Arrowsmith, Ill.—C. B. Johnson & Co. have sold the eltr. and lumber yard to Jonas Bane, who will take possession Oct. 1.

Chenoa, Ill.—We have sold out our business here and at Meadows to Harrison Bros. & Dorman, of Dwight.—E. D. Churchill & Son.

Minooka, Ill.—The farmers took possession of the A. A. Knapp eltr. Aug. 1. Chas. Dirst and Henry Dwyer will be in charge.

Naperville, Ill.—Theodore Boecker now carries on a grain and coal business of his father, Bernard Boecker, who died a year ago.

Havana, Ill.—The McFadden Grain Co. is improving its eltr. here by a coat of paint, concrete foundation and approaches made to the scales.

Pauline (Saint Joseph, P. O.), Ill.—R. L. Harmeson has resigned as buyer for the Swearingen & Walker eltr. and Chas. Walker has succeeded him.

Perdueville, Ill.—M. O. Thompson, who has been mgr. of the Farmers Eltr. has resigned. He will be succeeded by Philip Larson, of Farmersville.

New Holland, Ill.—New Holland Grain Co. incorporated; capital stock, \$10,000. Incorporators, Jacob Velde, William E. White, William J. Chamblin.

Springfield, Ill.—The Springfield Corn Show Special Train to Urbana was a great success, as the corn show boosters attracted favorable attention everywhere.

Mt. Zion, Ill.—W. S. Smith has just installed two combined grain cleaners and pneumatic Mattoon Car Loaders; one at Mt. Zion and one at Hervey City.

Staley, Ill.—Ludwig & Grady have let the contract to the Burrell Eng. & Const. Co. for a new 30,000-bu. eltr., to take the place of their eltr. which was burned July 10.

Strawn, Ill.—M. J. Stotler has purchased the eltr. of the Rogers Grain Co. and took possession Aug. 1. He will run it in connection with his lumber and coal business.

Cairo, Ill.—N. B. Thistlewood, the well known grain dealer, who is the present representative in congress from this district, won the nomination again at the recent republican primary election.

Joliet, Ill.—The safe in the office of M. Truby & Sons' grain eltr. was blown open Aug. 5, the robbers securing \$1,500. The large safe was blown to pieces, the heavy doors being twisted and the contents of the strong box scattered over the room. The office is a wreck, door

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Chicago Representatives
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and window sashes having been blown into the yard. Sheriff Williams and a posse are scouring the country in an effort to capture the bandits.

Johnston City, Ill.—Johnston City Milling Co. incorporated; capital stock \$12,000; incorporators, C. E. McClintock, S. C. McClintock, B. McClintock. The company will do a grain and milling business.

Pesotum, Ill.—After 21 years actively engaged in business here, and for the past 14 years in the grain business, "Uncle" John Condon has retired, having leased his interest in the eltr. to his partner, J. T. Reimke.

Maroa, Ill.—James Pulliam has bot the Shellbarger Eltr., which was formerly owned by the M. R. Allsup estate, for \$16,500. The Shellbarger Co. has still one eltr. here, and will continue to do a general grain business.

Mattoon, Ill.—I am about to be checked out as mgr. of the Mattoon Farmers Grain Co. I have been very much pleased with the Grain Dealers Journal and would not do without it if I were going to remain in the grain business.—S. W. Scott.

Chandlerville, Ill.—Albert G. Haynes, a highly esteemed pioneer resident, died at his home July 21, after an illness of several years. He retired from the implement firm of Bowman, Haynes & Co. two years ago, but was still in the grain business with A. M. Pendleton Sr., a partnership lasting for the past 35 years.

Weston, Ill.—The Weston Grain Co. resumed business Aug. 1 after having gone thru bankruptcy on account of the speculations of its manager. In order to resume operation of its eltr. the farmers composing the company found it necessary to give a trust deed July 28 to secure \$20,795 advanced by R. P. Cooper.

Highland, Ill.—The F. M. B. A. Eltr. Co. has appointed Emile Chipron to succeed A. H. Labhardt as mgr. Aug. 1. Mr. Labhardt retires after having served the company continuously for seventeen years. Mr. Chipron has been connected with the Highland Milling Co. for the past fifteen years, and is thoroly versed in the grain business.

McLean, Ill.—Darnall & Spence have secured the services of Alford Holloway, who takes the position of bookkeeper made vacant by the resignation of S. B. Van Ness, who has been with the firm over twelve years. Mr. Van Ness will engage in business for himself. Mr. Holloway was formerly in charge of the firm's eltr. at Rossville.

Danvers, Ill.—The Farmers Eltr. Co.'s eltr. burned early on the morning of July 27. The eltr. was built in 1904 with a capacity of 50,000 bus. and at a cost of \$11,000; insurance \$9,000. About \$2,500 will cover the loss on grain, with an insurance of \$6,000. The management will erect an eltr. as soon as the losses are adjusted. In the meantime Levi Johnson will continue to buy grain for the company.

Tolono, Ill.—Creditors of H. W. Riley have brot suit to recover \$40,000, and Mr. Riley's bank Allenville has been closed. Mr. Riley is about 45 years old. at one time was agent for Bartlett, Frazier & Carrington and three years ago went into the grain and banking business on his own account, buying two eltrs. at Allenville. The house at Tolono was bot two years ago. He handled about 500,000 bus. of grain a year. Riley is said to have operated on the Board of Trade, his profits from speculation were

later lost. His losses on the Board of Trade, estimated to be less than \$5,000 are greatly exceeded by his losses on grain taken on storage to be settled for later. It is said Mr. Riley sold the corn when received and the subsequent advance of about 25c per bu. in corn bankrupted him. Some farmers had three successive crops deposited with Riley, who was very popular, known as a good fellow and had served several years as collector of the township. He has disappeared and warrants have been issued for his arrest.

Springfield, Ill.—The officers and directors of the Illinois Grain Dealers Ass'n have petitioned the Illinois Railroad & Warehouse Commission to enforce its tentative schedule of switching charges at Chicago, which is opposed by the railroads as being lower on grain than on other commodities. Among the reasons given by the grain dealers for a lower charge on grain are the following: This Ass'n is informed that the proposed switching charges on grain are such as are now substantially in effect in the city of Chicago and have been voluntarily established and maintained for a long period of time by the railways, and is further informed that if the Commission should establish a maximum rate higher than the present rate it would result in the advance of the switching charges on grain and, consequently, increase the cost of transportation. The switching charges on grain in Chicago are now as high as they reasonably ought to be and that the Commission ought not, in any event, permit them to be advanced, but rather, ought to reduce them. All charges, whether in the form of freight charges, switching charges, demurrage charges or charges imposed under any rule or regulation whatever that go to make up the total cost of transportation, are a direct tax upon the property, and the grain dealers feel that they are paying as great a charge in the aggregate for the transportation of grain as should reasonably be imposed. The railway companies derive the largest portion of their earnings from the transportation of grain. Grain requires no special service in the way of fast time or special equipment or peculiar and expensive facilities, such as pertain to the transportation of live stock, coal and other commodities, which in comparison with grain do not yield so large a net revenue to the carriers.

INDIANA

Columbia City, Ind.—Kraus & Apfelbaum will erect a 50,000-bu. grain eltr.

Princeton, Ind.—The Melrose Mfg. Co. has installed a Reliance Dump Controller.

Greenfield, Ind.—The Barrett Eltr. Co. has increased its capital stock, from \$16,000 to \$30,000, to build a flour mill.

Indianapolis, Ind.—Expect to have a big business this summer; will put traveling man on road.—C. A. Shotwell.

Frankfort, Ind.—The Willard Milner Grain Co. is a scoop-shovel firm without regular facilities.—Stewart & Strange.

Kirkpatrick, Ind.—The erection of a 20,000-bu. eltr. at this place is contemplated by Halstead Bros., of Brookston.

Boswell, Ind.—I have bot the Farmers Co-operative Eltr. and expect to modernize the same in the future.—Frank Dunkle.

That middlings are not concentrated commercial feeding stuff in the contemplation of the labeling law of Indiana is

the contention of Henry Weller who is being prosecuted for the sale of two sacks of middlings unlabeled. The question is now in the supreme court.

Michigantown, Ind.—The Davis-Thompson Co. has bot the eltr. of John C. Young. The sale was made thru John A. Rice.

Indianapolis, Ind.—Geo. L. Stebbins, formerly mgr. of the Santa Fe Eltr., at Chicago, now represents the Cleveland Grain Co. at this city.

Monroeville, Ind.—Ahr & Singer have installed a dump and repainted their eltr. They have also put up a coal shed and purchased a grist mill.

Auburn, Ind.—LaDue & Carmer are remodeling their eltr. and enlarging its capacity to 12,000 bus. They are installing a new bot and dump.

Talbot, Ind.—Kelley & Betts of Forest, Ind., have bot and on Aug. 8 took possession of the S. Van Steenberg Eltr. John A. Rice made the sale.

Boonville, Ind.—Wm. J. Hargrave, aged 75 years, until recently engaged in the grain business, and well known in the Louisville market, died July 22.

Sheridan, Ind.—Smith & Inman have just installed one of the new combined grain cleaners and pneumatic car loaders made by the Mattoon Grain Conveyor Co.

Summittville, Ind.—J. N. Gordon & Son's eltr. was damaged by fire on the night of Aug. 1. Loss, \$2,500; \$1,000 worth of grain was also destroyed. Insurance, \$4,500.

Boswell, Ind.—I succeeded J. P. Allen at this place July 20. I will build an additional room to office, put up a new smokestack and a new gravity loading spout.—John C. Halstead.

Lebanon, Ind.—I have not fully decided to rebuild my eltr. that burned July 16. I have one house here and may enlarge it and not rebuild. Cannot say positively what I will do.—J. W. Witt.

Atkinson, Ind.—Bell & Greenwood will build a 30,000-bu. eltr. It will have two stands of elevators, Richardson Automatic Scale, Western Cleaner and U. S. Sheller. The Burrell Engineering & Construction Co. has the contract.

Mardenis Sta., Roanoke P. O., Ind.—The electric power installed in the new eltr. of Schulenberg Bros. & Weber has proved a success and several other eltrs. along the Valley Traction Line may adopt electricity. The power is taken from the high tension wires.

Mardenis Sta., Roanoke P. O., Ind.—The roads in and about Mardenis are reported blocked with farmers' wagons attracted by the fierce competition between the grain buyers. Each firm is said to have men posted in each direction from the village about two miles, eager to buy. Scores of wagons are in the rush and farmers are even driving in from the center of Wells county.

Malven Sta., (no P. O.), Ind.—Goodrich Bros. Hay & Grain Co., of Winchester will erect a 15,000-bu. eltr. at this new station on the C. C. & L., to be finished late in the fall. The equipment will include 25-h.p. gasoline engine, No. 7 Monitor Cleaner, No. 2 U. S. Sheller, 2 sets of dumps, 1 leg with 14x7 buckets, 22 ft. scale, and 1,500-bu. automatic Avery scale. Office and power house will be detached. The Economic Construction Co. has the contract.

Indianapolis, Ind.—In a circular, No. 25, issued Aug. 1, the Indiana Railroad

Commission calls the attention of the railroads to the Indiana statutes that will prevent the use of the uniform B/L as recommended by the Interstate Commerce Commission for adoption by Sept. 1. The straight consignment B/L cannot be used in Indiana on intrastate shipments since the statute expressly provides that "It shall be unlawful for such common carrier to limit by contract or otherwise the negotiability of any B/L (Act 1907, p. 476). Also, Sec. 3 of the uniform B/L reading "No carrier is bound to transport said property by any particular train or vessel or in time for any particular market or otherwise than with reasonable dispatch; unless by special agreement indorsed hereon," if adopted for use on local shipments should not operate to nullify the express requirements of the "Shippers Bill" of 1907, prescribing that intrastate freight shall move forward to destination not less than an average of 50 miles every 24 hours. To avoid liability to the penalty of the law the Commission advises carriers to make their B/L conform strictly to the statutes of Indiana. It is desirable also that the class and rate be stated in all Bs/L.

IOWA.

Hills, Ia.—Mr. Droll has succeeded Droll & Reilly.

Spencer, Ia.—F. M. Tuttle is rebuilding his eltr. on the M. & St. L. R. R.

Pella, Ia.—I intend to build an eltr. in Pella soon.—S. G. Vanderzyl.

Superior, Ia.—E. L. Briggs will take charge of the Greig & Zeeman eltr.

Paulina, Ia.—The mill of A. Williamson is being converted into an eltr.

Sac City, Ia.—We are putting in a new Fairbank scale.—Conger H. Ball.

Mitchell, Ia.—The Kunz Grain Co. of Wesley, has bot the Chris. Nyman's eltr.

Merrill, Ia.—Mr. Harding will take charge of the Atlas Eltr. for the season.

Hubbard, Ia.—I have taken charge of the Western Eltr. here.—B. L. Nutting.

Cylinder, Ia.—J. E. Carlon is installing a new 3 h. p. gasoline engine in his eltr.

Schaller, Ia.—The Kunz Grain Eltr. Co. is making extensive repairs on its eltr.

Estherville, Ia.—Skewis Grain Co. is raising its eltr. to make room for cleaning purposes.

Chatsworth, Ia.—The farmers near here have purchased Frank Wakeman's eltr.—C. F. Noble.

Shipley, Ia.—V. I. Appelgate has become agent for the Western Eltr.—B. L. Nutting, of Hubbard.

Owasa, Ia.—The Farmers Co-operative Eltr. Co. organized; capital stock, \$3,500. An eltr. will be built.

Marcus, Ia.—We are rebuilding our eltr. which will be completed by Aug. 15.—Edmonds, Freeman & Co.

Carnes, Ia.—Our eltr. has been generally repaired, a new spout put in and has been repainted.—Floyd Eltr.

Clare, Ia.—Farmers Eltr. Co. has purchased the eltr. formerly owned by the Des Moines Eltr. Co. for \$4,500.

Plover, Ia.—A Farmers Grain & Coal Co. has been organized and have purchased the eltr. formerly owned by the Des Moines Eltr. Co.

Mt. Pleasant, Ia.—A. D. Hayes and John F. Hemming have purchased Bowman & Kaufman's grain business, eltr.

and mill for \$8,000. They take possession at once. Bowman & Kaufman will continue in the coal business

Albion, Ia.—The new Burroughs Eltr. to replace the one burned early this spring, is now ready for business.

Rippey, Ia.—Radebaugh & Munson have become owners of the eltr. now operated by the Des Moines Eltr. Co.

Dickens, Ia.—J. E. Carlon is rebuilding his eltr. by putting in a new driveway and scales and a new 3-h. p. gasoline engine.

Maynard, Ia.—I have sold my house here to E. B. Glenn, of Wessington, S. D., possession given Aug. 15.—A. W. Swinton.

Little Rock, Ia.—The Tiedeman Eltr. Co. will erect a 20,000-bu. annex; the Younglove Construction Co. having the contract.

Clare, Ia.—The Farmers Eltr. Co. incorporated; capital stock, \$20,000. Incorporators, Chas. Trost, Louis Guth, Richard Allen.

Cleghorn, Ia.—I have almost completed rebuilding my eltr., having increased the capacity from 10,000 to 30,000 bu.—G. G. Stevens.

McCallsburg, Ia.—Farmers Grain Co. incorporated; capital stock, \$300,000. Incorporators: Jos. Miller, Sam H. Twedt, C. G. Harris.

Sioux City, Ia.—Fields & Slaughter have let the contract to the Younglove Construction Co. for an annex of 18,000 bus. capacity.

Kellerton, Ia.—The Iowa-Missouri Grain Co., that recently succeeded the Smith-Rauch Grain Co. will build an eltr. on their lease.

Holstein, Ia.—The Farmers Eltr. Co. is installing a new 12 H. P. engine, and making some minor repairs in its eltr.—A. W. Herrig, Mgr.

Kingsley, Ia.—I am now agent for Schoeneman Bros. here, having succeeded J. H. Herron, who died a few weeks ago.—Martin Larson.

Marcus, Ia.—The Edmonds, Londergan Co. is raising, enlarging and otherwise remodeling its eltr. at Aethna (no P. O.)—I. C. Edmonds.

Traer, Ia.—David Marr, of Buckingham, has bot the eltr. of the Western Eltr. Co. taking possession at once.—J. A. Morrill, Cherokee, Ia.

Sioux City, Ia.—William Gordon is endeavoring to gather all the grain firms of the city into the Garretson hotel bldg., which is being remodeled.

Sibley, Ia.—The Farmers Co-operative Eltr. Co. has purchased A. Harris' eltr. for \$4,750, including real estate, machinery and office building, etc.

DeWitt, Ia.—O. P. Beale & Co. have leased and will operate the C. & N. W. Eltr., managing it in connection with their grain interests at other points.

Wellsburg, Ia.—J. Spieker has resigned his position as mgr. of the Farmers Eltr. Co. to take effect Sept. 1. Mr. Bolts, of White, S. D., will be his successor.

Hanlontown, Ia.—The eltr. which was formerly run by Northern Grain Co. has been sold out to the Western Eltr. Co. with myself as mgr.—S. C. Monson.

Galva, Ia.—The eltr. operated by the Tiedeman Eltr. Co. here was struck by lightning recently and narrowly escaped being burned. It bears a few evidences of what might have been disastrous, but no actual damage was done.—R. L. Schroeter, Agt.



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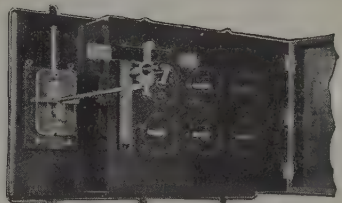
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Curlew, Ia.—Tiedeman Eltr. Co. has added a 5 ton 8x14 scale with steel frame to their new 20,000 bu. eltr. which was erected by the Younglove Construction Co.

Nashua, Ia.—Geo. L. Beck, who has been mgr. of the Western Eltr. Co. for the past two years, has been transferred to Winona. Geo. Smith will succeed him.

Sibley, Ia.—The Sibley Farmers Co-operative Eltr. Co., with a capital stock of \$30,000, has been incorporated by C. W. Sollitt, George Mackinson and others.

Alton, Ia.—The Farmers Co-operative Co. took possession of the eltr. formerly owned by Paul Henkles June 1, and will repair and enlarge the building.—H. Van Dyk, agt.

Coon Rapids, Ia.—G. H. Cly has taken charge of the Jenks eltr. property, now owned by the Western Eltr. Co. The old eltr. will be torn down and a new one erected.

Swea City, Ia.—The Chas. Rippe eltr. now belongs to the Van Duzen-Harrington Co., of Minneapolis, and is now operated by Stookdale & Anderson of Estherville, Ia.

Meriden, Ia.—C. E. Bush, agt. for the Western Eltr. Co., is the Democratic nominee for recorder of Cherokee county, and is busy hustling for the suffrages of his constituents.

Melvin, Ia.—The Grain Growers Ass'n is raising its eltr. and putting in a concrete foundation and a new pit. A man lift and additional leg will be installed.—H. W. Damman, Hartley, Ia.

Maurice, Ia.—The farmers here have organized a co-operative company and bot the eltr. formerly belonging to the Northern Grain Co., and will repair it before reopening it.—Frank Baker.

Dysart, Ia.—The H. A. Weise & Co. eltr. will in the future be operated by the Clinton Grain Co., with Herman Schroeder local mgr. The house is well equipped with cleaning machinery.

Ogden, Ia.—A son of Jacob Hearst was nearly swallowed up in an eltr. Sucking grain drew the lad in up to his neck. His cries brought workmen to the boy and he was rescued just in time.

Sac City, Ia.—The Farmers Eltr. Co. has closed indefinitely on account of petitioners demanding the lowering of the dam. It is probable that the machinery will be sold and mill building used for a grain eltr.

Devon, Ia.—The Devon Grain & Live Stock Ass'n has dissolved and C. E. Fletcher has purchased the eltr. and will soon be ready for business.—G. E. Rockford, treas. of the Devon Grain & Live Stock Ass'n.

Brighton, Ia.—The Younglove Construction Co. has completed an eltr. for D. O. Friend. This is a modern "up-to-now" eltr. and is covered with No. 28 galvanized cross-corrugated iron. The power is supplied by 6-h. p. gasoline engine.

Cedar Rapids, Ia.—Lou Sorenson, for many years in charge of the eltr. of the Bosch-Ryan Grain Co., will have charge of the new eltr. of the Cedar Rapids Grain Co., when completed. Vice Pres. P. A. Schneekloth of Sioux Falls, and Sec'y J. F. Gloe of Sioux City, will remove to Cedar Rapids permanently, tho headquarters will be at Sioux Falls, S. D. Pres. W. Z. Sharp of Artesian, S. D., has recently applied for membership in the Chicago Board of Trade. In-

stead of letting contracts the construction of the eltr. is proceeding under the supervision of Mr. Gloe. The storage and the cleaning house are of cribbed construction, and the equipment of grain handling and cleaning machinery will be very complete. Two boilers of 80 h.p. and an engine of 140-h.p. will be installed.

Iowa feeders will be helped by the decision of the Interstate Commerce Commission in the case of the Corn Belt Meat Producers Ass'n granting the same feeding in transit rate that states west of the Missouri River enjoy. The saving will amount to \$5 to \$50 per car of stock and will enable the feeder to compete more strongly with the country grain shipper for local corn.

Des Moines, Ia.—The articles of incorporation of the Western Grain Dealers Ass'n were filed for record Jul. 27. The incorporators are J. A. Tiedeman of Sioux City, D. S. Baird of McGregor, G. A. Stibbens of Red Oak, I. L. Patton of Newton, Louis Maack of Walcott, M. McFarlin of Des Moines, M. Rothschild of Davenport, Jay A. King of Nevada, B. A. Lockwood of Des Moines. The new Ass'n is the successor of the Iowa Grain Dealers Ass'n.

Story City, Ia.—Peter Eide has resigned as mgr. of the Farmers Eltr. Co. to take effect Aug. 20, and Walter Ellsworth, who has been Mr. Eide's assistant, has also severed his connection with the firm. Edward Johnson, who has been interested in the grain business at Cambridge, will become mgr. with Chas. Johnson as his assistant. Messrs. Eide and Ellsworth have worked for the Farmers Grain Co. since its organization. Mr. Eide will travel for a Des Moines concern while Mr. Ellsworth will go on the road as scale tester.

KANSAS.

Kelly, Kan.—B. Gellhaus has installed a 20-h. p. Witte Engine.

Wichita, Kan.—The Kansas Grain & Flour Co. is out of business.

Coffeyville, Kan.—The Rea Patterson Mfg. Co. has bought a Reliance Dump Controller.

Lyons, Kan.—E. W. Wright has accepted a position with the Central Kansas Milling Co. as grain buyer.

Andale, Kan.—Last year I sold my 8,000-bu. eltr. on the Mo. Pac. railroad to the Andale Grain Co.—F. C. Grassl.

Spivey, Kan.—Wm. R. Darnall, agt. for the Red Star Mill & Eltr. Co., does not live here.—Eli Cosby, Postmaster.

Kackley, Kan.—I have bot the eltr. of Leonard Nelson and expect to get possession early in September.—E. A. Fulcomer of Belleville.

Pawnee Rock, Kan.—Will Lewis has purchased the interest of D. R. Logan in the Lewis & Logan Grain Co. and is now sole owner.

Peru, Kan.—The Peru Mill & Eltr. Co. will replace its old power with a modern Witte Gas Engine. All the machinery has been overhauled.

Wichita, Kan.—B. F. Whitehurst, formerly of the A. R. Clark Grain Co., began in grain and feed brokerage on his own account Aug. 1.

Atchison, Kan.—The Atchison Oatmeal & Cereal Co. has been purchased by the Battle Creek Breakfast Food Co. Ltd. of Battle Creek, Mich. The present capacity of the institution is 200 barrels daily and it will be doubled by the new own-

ers, contracts have already been let for the work. The new company will retain the old name, and for the present it will be run under the old management.

Yates Center, Kan.—A shipper of hay recently was given judgment against the Missouri Pacific railroad for \$3,767 damages for failure to furnish 126 cars for the shipment of hay.

Dresden, Kan.—The State Eltr. here is undergoing a complete overhauling. A solid brick foundation is being laid and the old bin bottoms are being torn up and will be replaced with cement.

Wichita, Kan.—The Western Grain Co. has moved into its new offices. All the newest office appliances have been installed and the company has one of the handsomest offices in the place.

Bashore, Kan.—W. D. Kuhn's grain eltr. burned July 16. The contents, about 5,000 bus. of wheat, was covered by insurance, and the eltr. was insured for about half its value. The fire started in the engine room.

Wichita, Kan.—One of the youngest grain firms in the city is the Roth Grain Co., with R. R. Roth, as mgr. and A. A. Roth, asst. mgr. A. A. Roth has been a member of the Wichita board of trade for the past four years.

Wichita, Kan.—J. R. Kenworthy and W. S. Schopf are the prime movers in the \$100,000 stock food mill which is to be erected in this city. The site has been secured, and plans for the construction are in preparation.

Wichita, Kan.—M. O. Wolf is erecting a \$6,000 alfalfa feed mill here. It will be a corrugated iron structure with a rubber roof, and will be complete with all modern machinery. It is located on the new Santa Fe and Missouri connection. The output of the mill will be a carload of meal a day.

Hutchinson, Kan.—The Hutchinson Alfalfa Products Co. is the name of a new concern, for the manufacture of alfalfa meal, stock and poultry foods. A charter will be secured, the capital stock being \$50,000. E. N. Sapp will be pres. and general mgr. and J. H. Seright, who is pres. of the National Warehouse Co., vice pres. The railroads have made a milling-in-transit rate for the shipping in of the alfalfa hay and for the shipping out of the manufactured products. This will make it possible to buy hay at many points distant from Hutchinson.

Topeka, Kan.—The Southwestern Millers Ass'n at a meeting held in this city Jul. 23 and 24 decided to employ Judge A. E. Helm as atty. to bring suit before the Interstate Commerce Commission to have the rates on grain and flour reduced from Kansas to the southeast. Under the present rates Oklahoma points have from four to six cents the advantage over Kansas shippers to Arkansas basing points, such as Fort Smith, Little Rock, Ark., and Memphis, Tenn. The discrimination complained of grew out of an agreement between the corporation commission, attorney general and governor of Oklahoma, and the railway traffic officials, at a meeting in Kansas City, whereby the roads, in consideration of the dismissal of all cases then pending against the roads on freight rate matters, agreed to reduce the rates from Oklahoma common points to Arkansas basing points. Effective June 20 the Oklahoma corporation commission promulgated a local distance tariff on grain and grain products which was approximately 20% lower than the existing rates on such commodities from stations in Kan-

sas to stations in Oklahoma. The operation of this tariff has been to build a freight rate around the state of Oklahoma which very effectively shuts out competition from the milling industries located at Wichita, Wellington, Arkansas City, Anthony, Caldwell and Coffeyville. In addition to this the Oklahoma commission secured a rate from the Oklahoma railroads which operates as approximately 15% reduction from the through rate from Oklahoma milling centers to Memphis and Little Rock which reduction was not extended to the Kansas millers.

Topeka, Kan.—A rule against rye admixture in wheat was adopted by the Kansas State Grain Grading Commission at its meeting in this city July 24. A suggestion by E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n that Turkey wheat be separated into a new grade to be known as yellow berry wheat was rejected by the commissioners. At present there are two kinds of wheat in the No. 2 grade. One kind has a dark amber berry and the other has a light yellow berry. Smiley contended that the dark wheat was the better for milling purposes and asked to have the yellow grade differently. The commission refused to do it on the ground that Kansas wheat this year is all contracted for in Eastern markets and that a change in grades now would necessitate calling off these contracts. The commissioners adopted the following rule on rye mixture and scouring: "Wheat, any part of which has been subjected to 'scouring' or to some process equivalent thereto or containing more than 1/4 of 1 per cent of rye shall not be graded higher than No. 3."

KENTUCKY.

Louisville, Ky.—Callahan & Sons began to operate their new eltr. Aug. 1.

Louisville, Ky.—Business has been very good. Long about Sep. and Oct. all of us will be busy.—J. D. Smith.

Louisville, Ky.—W. H. Leusing & Co. find that they are handicapped because of the condition of their warehouse which burned Jun. 22. They are now arranging to rebuild a modern warehouse of brick, and will soon begin work.

Uniontown, Ky.—Wabash Eltr. Co., incorporated; capital stock, \$16,000. Incorporators, Frederick Rathman, James Pleffer of Uniontown, A. Waller, H. C. Mason, M. T. Dyer of Henderson; Thomas B. Young, L. R. Richards, J. K. Waller and C. J. Newman of Morganfield.

Frankfort, Ky.—The Handbook of Kentucky, a volume of 861 pages, describing the industrial, commercial and agricultural conditions in each county, has just been issued by Hubert Vreeland, Commissioner of Agriculture, Labor and Statistics. The Kentucky statutes relating to roads are reprinted and abstracts are made of other laws relating to farming. The assessors' returns on the acreage and yields of different crops have been tabulated for each county.

LOUISIANA.

Port Allen, La.—Southern Pacific Co., A. V. Kellogg, engineer of maintenance of way, Houston, Tex., contemplates constructing eltrs. and wharves here.

New Orleans, La.—Grain exports from New Orleans from Sept. 1 to Aug. 1 amounted to 4,692,371 bus. of wheat, 3,786,154 bus. of corn, no oats and no barley; compared with 4,272,217 bus. of

wheat, 7,286,757 bus. of corn, 65,000 bus. of oats and 12,600 bus. of barley, from Sept. 1 to July 1 a year ago, as reported by W. L. Richeson, chief grain inspector, New Orleans Board of Trade.

New Orleans, La.—Bankers of this city are called to account for their failure to co-operate with grain shippers, in an open letter by R. J. Barr, exporter, who suggests that the bank should give the shipper a small line of credit to enable him to clear his documents. This may be an open account or secured by note with specific or general collateral. That is, the bank may take up the shippers drafts charging same to them on open account, holding the documents as collateral. Or a long time note may be given to the bank against which the shipper may draw, being charged interest only as earned. Or a demand note may be given to cover the specific advances as made and the collateral specified and attached to the note. Drafts to be drawn on the bank direct or on the broker, as may be agreed, with instructions to hold for the arrival of the grain at the eltr. when they will be taken up and eltr. receipts be given the bank in lieu of the Bs/L. The collateral tendered the bank will be eltr. receipts only, with the Board of Trade certificates of weight and inspection attached and insurance policy to cover the risk.

NEW ORLEANS LETTER.

During July 147 cars of local corn and 95 cars of oats were received in New Orleans.

Stocks of wheat in the eltrs Aug. 5 were: Stuyvesant Docks, 20,000; Westwego, 10,000 bus.

Chief Grain Inspector W. L. Richeson is absent on a trip of observation through the grain belt.

Some export corn is moving to Havana and Central America, but otherwise the usual absence of export corn at this season of the year is noted.

The first shipment of new crop wheat to leave New Orleans this season departed July 27 on the Steamship Indian for Hamburg. It consisted of 24,000 bus.

Exporters believe that present indications point to a large movement of grain thru New Orleans this season, and arrangements are being made to handle it.

Charles M. Rodd, who, for seven years represented Bartlett, Frazier & Carrington at New Orleans, has resigned to go in the brokerage and forwarding business on his own account.

The grain committee of the Board of Trade has formulated a complete set of f.o.b. rules for adoption by the exchange. They will be passed upon at the meeting of directors Aug. 12.

The Board of Trade has called a general meeting for Aug. 20 to vote upon an amendment to the by-laws reducing the number of members of the grain committee from eleven to seven.

On the recommendation of the Freight and Transportation Committee, the Board of Trade has decided to seek an injunction to prevent the railroads putting into effect the rate advance to Texas common points on classes and commodities which has been arranged to date from Aug. 10.

Chairman A. F. Leonhardt, of the grain committee of the Board, and also a member of the hay committee, represented the exchange at the meeting of the National Hay Ass'n. H. W. Benedict and J. S. Grasser, hay inspector of the Board of Trade, were other repre-



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sentatives of the exchange at the meeting.

Pres. Henry B. Schreiber, of the Board of Trade, left Aug. 1 on a trip to Panama and Colon as the representative of the exchange. An effort will be made by him to get in touch with merchants of the Isthmus and endeavor to gather facts which will be of value to New Orleans houses dealing in that territory.

As a result of agitation begun by R. J. Barr, grain broker, it is likely that grain exporting firms will receive more liberal treatment from New Orleans banks this season than they have in the past few years. In his effort to have proper pressure brot upon the banks, Mr. Barr took the matter to the various exchanges and it will receive formal action when the directors of the exchanges meet. In the meantime Mr. Barr has received assurances from some of the banks that they will treat reliable firms doing business thru this port more liberally.—H.

MARYLAND.

Baltimore, Md.—We expect a good big grain business.—G. Herzer Jr.

Baltimore, Md.—The exporters are hungry for grain.—H. A. Lederer.

Baltimore, Md.—J. W. Jerome & Co., grain receivers, have made an assignment.

Baltimore, Md.—We will take on a new lease of life when the new crop begins to move.—H. C. Jones.

Baltimore, Md.—The Chamber of Commerce has adopted a grade of No. 3 red winter wheat (western), to include dry, inferior or shrunken, but sound winter wheat, only fair in quality and cleanliness, but free from garlic.

Baltimore, Md.—The first car of new oats from the west reached Baltimore Aug. 5, consigned to J. A. Manger & Co., from Indiana. The oats graded No. 3 white and weighed 28 lbs. to the measured bushel. Aside from an admixture of wheat the oats were in very fair condition for the season.

MICHIGAN.

Ashley, Mich.—The Ashley Eltr. Co. will erect a new eltr.—Rockafellow Grain Co., Carson City.

Grand Rapids, Mich.—The annual meeting of the Michigan Bean Dealers Ass'n will be held at Grand Rapids, Sept. 9-10.

Erie, Mich.—Burglars blew open the safe of the Erie Eltr. Co. last week and got a few postage stamps for their trouble.

Detroit, Mich.—The Michigan State Millers Ass'n held its summer meeting at this city Aug. 5. Alexander Stock spoke on Reciprocal Demurrage Rules.

Cass City, Mich.—A. G. Bernev, an old resident and former eltr. owner, is dead at the age of 74. He was at one time an active member of the Detroit Board of Trade.

Hickey, Mich.—The Richmond Eltr. Co., of Lenox, is building a 25,000-bu. eltr. on the Grand Trunk Ry., to handle beans and grain. The equipment will include a Richardson Automatic Scale.

Albion, Mich.—F. E. Nolin, the hay, grain and bean merchant, is remodeling his grain eltr. on the Michigan Central. He has installed a new cleaner, with a capacity of 750 bu. per hour, of the Monitor type. He will also install a new

electric motor. He can now elevate and take care of 1,000 pounds of grain a minute. He has also doubled his storage capacity and the picking room in his bean eltr.

Shafsbury, Mich.—The eltr. and storehouse of W. H. Payne & Son was destroyed by fire on the afternoon of Jul. 11. The property was insured for \$4,000. The fire was caused by a spark from a train.

Flint, Mich.—The Michigan Hay Ass'n will meet at this city Aug. 19-20, the directors having changed the place of meeting since the announcement in this column Jul. 10 that Detroit was the place.

Millersburg, Mich.—The Michigan Cereal Co. eltr. is nearing completion. The company has 1,000 acres of peas for which it will put out in the neighborhood of \$20,000. It expects to handle a large amount of clover seed.

Detroit, Mich.—Sparks from a passing Michigan Central locomotive set fire to the eltr. of Litchenburg & Son, on the Michigan Central tracks, on the afternoon of July 26. The eltr. was partially filled with produce. The damage is estimated at \$2,500, covered by insurance.

MINNESOTA.

Gibbon, Minn.—Wm. Hoppenstedt will buy for the Farmers Eltr. Co.

Bagley, Minn.—The Diemer & Cargill Eltr. Co. has closed for repairs.

Montevideo, Minn.—Mr. Erickson will take charge of the Empire Eltr.

Sargeant, Minn.—M. Stephenson's new eltr. here will soon be completed.

Jasper, Minn.—T. R. Dunn has resigned as buyer for E. A. Brown.

Victoria, Minn.—W. H. Scott has purchased the eltr. of Theo. Nordberg.

Hancock, Minn.—The Farmers Eltr. Co. is building an addition to its eltr.

Fairfax, Minn.—W. H. Smith has been elected mgr. of the Farmers Eltr.

Grygla, Minn.—Johnson Bros. will soon begin the erection of an eltr. here.

Truman, Minn.—Wm. White will be agent for the Truman Farmers Eltr. Co.

Carlisle, Minn.—Peter Hegseth has resigned as mgr. of the Farmers Eltr. Co.

Minneota, Minn.—A. J. Kelly will have charge of the Mutual Eltr. Co.'s eltr.

Renville, Minn.—L. B. Smith of Renville, has taken charge of the Monarch Eltr.

Donnelly, Minn.—The St. Anthony & Dakota Eltr. Co. is having a new eltr. built.

Chatfield, Minn.—J. D. Caw has bot G. W. Van Dusen & Co.'s eltr. at this place.

Lake George sta., Belgrade p. o., Minn.—Chris. Borgerding will erect an eltr. here.

Zumbrota, Minn.—A. E. Collinge has been appointed mgr. of G. W. Van Dusen & Co.'s eltr.

Hardwick, Minn.—Greig & Zeeman, of Estherville, Ia., are erecting an addition to their eltr.

Alvarado, Minn.—The Alvarado Farmers Eltr. Co. has decided to either buy or build an eltr.

Worthington, Minn.—A. M. Gregorson, who disappeared short in his accounts as agt. for the Skewis Grain Co., has been caught at Red Wing. He pleaded

guilty to having embezzled \$367 and was sentenced to serve 3 years and 3 months in state prison.

Kandiyohti, Minn.—Chas. Hanson has accepted a position as buyer for the Duluth Eltr. Co.

Wylie, Minn.—C. S. Cruzon has been appointed mgr. of the Farmers Mercantile & Eltr. Co.

Balaton, Minn.—John Eng has purchased the Atlas Eltr. He will also handle wood and coal.

Pennock, Minn.—A new flour house and scales have been added to the Duluth Eltr. Co.'s eltr.

Spring Valley, Minn.—W. N. Waldron, of Rochester, will have charge of W. W. Cargill & Co.'s Eltr.

Duluth, Minn.—Fred M. Schutte, of St. Paul, has been appointed chief weighmaster at this place.

Duluth, Minn.—Samuel Hoover has engaged in the grain commission business with Hans Sorenson.

Warren, Minn.—Jas. Frank has been appointed mgr. of the Federal Eltr. Co. which will reopen Aug. 1.

Belview, Minn.—The H. Rahn Eltr. Co. is putting in a set of dump scales and otherwise improving its eltr.

Hutchinson, Minn.—The Farmers Union Eltr., owned by a South Dakota firm, is being torn down and shipped west.

Hanska, Minn.—H. V. Anderson, wheat buyer for the Great Western Eltr., has been transferred to Englevalle, N. D.

Blooming Prairie, Minn.—F. J. Quinn has resigned as mgr. of the Farmers Eltr. Co. and Sam Henson will be his successor.

Benson, Minn.—J. J. Lang, who had charge of the Cargill Eltr. at De Graff, succeeds I. A. Francis as agent of the company's eltr. here.

Brice lyn, Minn.—The Federal Eltr. Co. of Minneapolis has bot the Western Eltr. Co.'s eltr. Ed. Lund has commenced work for the new firm.

Northrop, Minn.—Wm. White has resigned as mgr. of the Wohlfether Eltr. Co. here and will act as mgr. for the Farmers Eltr. Co. at Truman.

Springfield, Minn.—Needed repairs are being made on the Springfield Milling Co.'s eltr. New spouting will be placed and the eltr. will receive a fresh coat of paint.

Hallock, Minn.—J. C. Powers, grain buyer for the St. Anthony & Dakota Eltr. Co., is exhibiting a machine which separates wild oats from all kinds of grain.

Duluth, Minn.—The loss on burned Eltr. D has been settled at \$175,770; and on the contents at \$487,967, or 95% of the insurance, the companies taking the grain.

Utica, Minn.—The Utica Farmers Eltr. incorporated; capital stock, \$10,000. Pres., W. G. Sackreiter, vice pres., Fred Robertson, secy., Ben Campbell, treas., Hugh Currie.

Vesta, Minn.—The Farmers Grain & Fuel Co. of this place opened their eltr. the first of Aug. Edw. Montgomery, of Sleepy Eye, is agent.—B. Boos, Agt Bingham Bros.

St. Cloud, Minn.—The Geo. Tileston Mfg. Co. will erect a 100,000-bu. eltr. It will be equipped with electric motors, Richardson Automatic Scales, two stands of eltrs., 100-ton track scale, and Monitor Cleaners. The eltr. will be built on

a concrete foundation and covered with galvanized iron. The contract has been let to the Burrell Engineering & Construction Co.

Duluth, Minn.—T. F. McCarthy, J. A. McCauley, Samuel Hoover, Oscar Branstad and Hans Sorenson, all of this city, have been admitted to membership in the Board of Trade.

Adams, Minn.—T. J. Downey has severed his connection with the Hunting Eltr. Co. and with his family will soon leave for Canada, where he will take charge of a larger eltr.

Carmon, Minn. (Crookston p. o.).—The St. Anthony & Dakota Eltr. is being torn down to be replaced by a much larger building. It will be 28x38, with a capacity of upwards of 40,000 bus.

Henderson, Minn.—We have just completed a lot of repair work here, including set of dump scales, new pit, etc. Our new house at Hadley will be completed in about a week.—Parker Eltr. Co.

Belle Plaine, Minn.—The grain eltr. and 1,100 bus. of wheat owned by A. C. Stahlke of Waconia were destroyed by fire. Loss, \$2,200; fully covered by insurance. It is believed the fire was of incendiary origin.

Barnesville, Minn.—The Farmers Eltr. Co. has let the contract to J. H. Fisch for a 30,000-bu. eltr. The Dakota Eltr. Co. has sold its eltr. to the Grain Produce Co. of Minneapolis. Mr. Diemer will continue as buyer.

Gibbon, Minn.—The Gibbon Farmers Eltr. Co. has engaged Wm. Hoppenstedt as mgr. and buyer. For the past seven years Mr. Hoppenstedt has bot grain for the Security Eltr. Co. He entered upon his new duties Aug. 1.

Osakis, Minn.—H. E. Gingery, lumber and grain man of this place, was touched for his gold watch, \$12.50 in money and a draft for \$25 while asleep in his room at the Collens Hotel, Minneapolis, July 21. The thief entered the room and went thru his clothing.

Park Rapids, Minn.—A deal has recently been concluded by which the eltrs. at Sebek, Menuahga, Park Rapids and Dorset, owned by the Interstate Grain Co. of Minneapolis, will pass into the hands of the Park Rapids Mill & Eltr. Co. a corporation of local capitalists. The new company will use the eltrs. as feeders for their local mill.

Duluth, Minn.—M. F. Swanston of Michigan, N. D., who is well known in North Dakota, has formed a partnership with Wm. Grettum to do a grain commission business under the name of Grettum & Swanston. He was formerly connected with the Grain Producers Eltr. Co. and at one time was a member of the Wisconsin Grain & Warehouse Commission.

Winona, Minn.—Our company on Jul. 20 took over the grain business of the Northern Grain Co. This purchase includes their two terminals at Manitowoc, with a capacity of 2,800,000 bus., and 55 country eltrs. in Iowa and Wisconsin. It will not be necessary for our company to increase its capital stock or change its method of doing business in any way. We have simply added the Northern Grain Co.'s property to our present line. We felt that the country grain business had gotten cut down to practically nothing as far as the country profit is concerned, and the only way to make anything out of it was to have terminal

eltrs. for putting the grain into condition for eastern shipment.—Western Eltr. Co., R. E. Tearse, Treas.

OUR MINNEAPOLIS LETTER.

The office of the St. Anthony & Dakota Eltr. Co. is being enlarged.

Rumors have it that the Great Northern Eltr., No. 1, will be sold for wreckage.

Pringle, Fitch & Co. will open a Minneapolis office with J. C. Verhoeff as mgr.

Fred H. Merritt, of Duluth, has applied for membership in the Minneapolis Chamber of Commerce.

The assessor has reconsidered his contemplated assessment of \$2,000 on each Chamber of Commerce membership.

L. N. Loomis has withdrawn from the Loomis-Benson Co., which is continued under the old name by B. S. Benson.

F. Cary, former sec'y of the Dalrymple Co., has severed his connection with that company, and is now engaged with Hallett & Co.

The Chamber of Commerce postoffice branch is being enlarged in order to increase its facility in handling the large chamber of commerce business.

J. A. Lussier has brot suit against the Interior Eltr. Co. to recover \$10,000 damages for injuries sustained while oiling the machinery in the eltr. at St. Louis Park.

Henry Gee of Randall, Gee & Mitchell has returned from Winnipeg to relieve Mr. Randall, who was compelled to quit for a while, having overworked himself last season.

Robt. Henderson has engaged with the Listman Mill Co. of La Crosse, as traveling salesman, covering eastern territory. Mr. Henderson is well known to the grain trade, having been in the business here for many years.

Cal Googins, formerly floor salesman of C. C. Wyman Co. has been engaged by the Listman Mill Co. of La Crosse, Wis. This company has opened an office at 310 Flour Exchange, with Mr. Googins in charge, who will buy wheat for the mill.

The first shipment of new barley was received at Minneapolis Jul. 24 over the Great Western road. It was shipped by C. D. Orr of Northfield, Minn., to the McIntyre-Freric Co., who sold it to T. M. McCord at 56c. The barley was of good quality and color, testing 47 lbs.

The Pillsbury-Washburn Flour Mills Co. was placed by the court Aug. 8 in the hands of three receivers, A. C. Loring, C. S. Pillsbury and A. C. Cobb, on account of bad management. The company owns the Minneapolis & Northern Eltr. Co., operating a line of 100 houses on the Great Northern between Minneapolis and Devils Lake, N. D.

The Dakota Cereal Co., a South Dakota corporation, has been organized with a capital stock of \$150,000, with head office in Webster, S. D. Officers are H. R. Bertuleit Pres., R. J. Johnstone Vice-Pres., C. E. Rigur Sec'y, W. H. Ebert Treas. The company will be represented by Mr. Johnstone on the floor, who will also be located here as well as Mr. Bertuleit. The company has purchased the Peavey terminal cleaning house at Kasota, Minn., which it will operate in addition to working a general



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grain merchandise and commission business. They are a bunch of hustlers and very popular.

The Wisconsin Northern Grain Co. has wound up all its Minneapolis affairs and has given up its office in this city. The lease of the office was taken over by Atwood, Larson Co., who now occupy the office. Mr. Gifford, the former manager, and Jas. Barrett, who was also connected with the Wisconsin Co., have concluded an arrangement with C. R. Lull of Milwaukee, and will engage in the eastern shipping business with that house.

Reports that the Armour Grain Co. of Chicago will enter the grain trade at this city on an extensive scale are greatly exaggerated. The company has not purchased a large eltr. at Minneapolis, and will not open an office in the Chamber of Commerce. The rumor is doubtless based on the employment of S. R. Gage to hand out the company's telegrams. Mr. Gage has taken desk room and will circulate the Armour Grain Co.'s information among its friends and customers.

MISSOURI.

Clinton, Mo.—The Swanson-Pettit Commission Co. of Creighton, has bot the eltr. and grain business of Foote Bros.

St. Louis, Mo.—The McLemore Grain Co., of Nashville, Tenn., has opened a branch office in St. Louis, Mo., and has Harry Conner in charge, assisted by J. E. Dixon.

Kansas City, Mo.—A smoking room is to be constructed in the gallery of the Board of Trade bldg., when the rule against smoking on the trading floor will be rigidly enforced.

St. Louis, Mo.—Chas. E. Hall, an old member of the Merchants Exchange, died Aug. 3. He had been in the grain commission business for many years and latterly with Langenberg Bros. & Co.

St. Louis, Mo.—A meeting of the eastern and western railway officials at this city, which was to have been held July 29, was postponed, until Aug. 6 at New York, when the readjustment of grain rates is to be taken up.

St. Louis, Mo.—The appointment of a receiver for the Burlington Eltr. Co. has been petitioned for by the Maheu & Coyle Mfg. Co. The company controls the 1,300,000-bu. eltr. in North St. Louis, but has not been successful in its operation, owing, it is alleged, to dissension among the directors.

MONTANA.

Culbertson, Mont.—C. H. Soule, of Maxbass, N. D., will erect an eltr. here.

Red Lodge, Mont.—J. H. Lathrop will run an eltr. for the Hawkeye Eltr. Co. here.

Cascade, Mont.—The Cascade Milling & Eltr. Co. is pushing the construction of its plant.

Bainville, Mont.—McIntyre & Weir have let the contract for the building of a 25,000-bu. eltr., to be ready for business Sept. 1.

Red Lodge, Mont.—E. J. McCaull, of Minneapolis, and J. H. Ehrl, of Aberdeen, S. D., have selected a site in this city for a 30,000-bu. grain eltr.

Billings, Mont.—Six large eltrs. are to be erected on the Northern Pacific Ry. according to plans of the Hawkeye Eltr. Co., of Minneapolis. The company con-

templates erecting eltrs. at Red Lodge, Townsend, Roberts, Columbus and probably at Joliet and Belfry.

Bozeman, Mont.—We have formed a new company called the Benepe-Berglund Grain Co., which succeeds the Benepe-Stanton Grain Co. We are going to build a new eltr. at Manhattan, Mont., and this in addition to our eltrs. at Bozeman, and Belgrade, warehouses at Central Park and branch at Butte, the Beebe Grain Co., will give us unequalled facilities for handling the products of the famous Gallatin valley. With a capital stock of \$100,000 and these new properties our Mr. F. L. Benepe, the pioneer grain shipper of the northwest as pres., Peter A. Berglund, formerly with the Manhattan Maltng Co., of Manhattan, Mont., vice pres. and mgr., F. L. Benepe, Jr., secy and treas., H. H. Benepe, supt., and Chas. E. Beebe, mgr. of the Butte branch, we believe we will be able to give better service to our customers than in the past.—Benepe-Stanton Grain Co.

NEBRASKA.

Pierce, Neb.—H. H. Mohr is building a 10,000-bu. eltr.

Farnam, Neb.—The Farmers Eltr. will soon be ready for business.

Farwell, Neb.—E. G. Taylor's eltr. has been repaired by W. H. Cramer.

Moorefield, Neb.—G. D. Faulkes contemplates erecting a 15,000-bu. eltr.

Fullerton, Neb.—Ed. Agnew has accepted a position with the Omaha Eltr. Co.

Alda, Neb.—The Conrad Grain & Eltr. Co. of Wood River has leased the Farmers Eltr.

St. Paul, Neb.—Work on the Farmers Grain & Supply Co.'s eltr. is nearing completion.

Lyons, Neb.—The Nebraska Improvement Co. is building an eltr. on the Burlington tracks.

Omaha, Neb.—Geo. L. Johnson has applied for membership in the Omaha Grain Exchange.

Overton, Neb.—B. Carpenter, of Beatrice, is the new agent for the T. B. Hord Grain Co.

Bloomfield, Neb.—A. E. Severance, formerly agt. for the McCaull-Webster Eltr. Co. has removed.

Adams, Neb.—The eltr. of Bryson & Miller is being enlarged to handle 4,000 bus. of grain daily.

Tilden, Neb.—The Tilden Milling & Grain Co. will build a 5,000-bu. eltr. in connection with its mill.

Cook, Neb.—L. A. Hanks has installed one of the new combined Mattoon Grain Cleaners and Pneumatic Coal Loaders.

Omaha, Neb.—Guy H. Teeter, of the Nye-Schneider-Fowler Co. has applied for membership in the Omaha Grain Exchange.

Omaha, Neb.—I have resigned my position with the Duff Grain Co. at Memphis, Neb., and have moved here.—E. H. Merriman.

Grand Island, Neb.—The Union Stock Yards has let the contract to W. H. Cramer for an eltr. to be equipped with automatic scale.

Benedict, Neb.—S. P. Johnson, who has been mgr. of the Foster Grain Eltr. Co., has taken charge of a 200,000-bu. eltr. at Columbus.

Adams, Neb.—The Farmers Eltr. Co. has closed a deal for the eltr. formerly owned by the Hayes-Eames Co. and as-

sumed control this week. Byron Zuver, pres. of the company will officiate as mgr. They contemplate making some extensive repairs.

Exeter, Neb.—The Trans-Mississippi Grain Co. has completed the rebuilding of its elevator. It has been equipped thruout with new machinery.

Trumbull, Neb.—The Trumbull Farmers Grain & Supply Co. has been organized at this place. The Hastings Farmers Grain & Supply Co. will manage the eltr.

Lincoln, Neb.—H. O. Barber & Sons incorporated; capital stock, \$150,000. Pres., H. O. Barber; sec'y and treas., E. E. Barber. They will do a general business.

Omaha, Neb.—The Canadian Mill & Eltr. Co. of Elreno, Okla., will build a 1,500 bbl. flouring mill here, said to cost \$225,000. A small modern eltr. will be operated in connection with the plant.

Crete, Neb.—The new eltr. of the Crete Grain & Live Stock Ass'n. on the Missouri Pacific road will be completed by Sept. 1. The company will also put in coal bins and do a retail coal business.

Leigh, Neb.—L. W. Maier has resigned his position as mgr. of the Trans-Mississippi Grain Co.'s eltr. to take charge of Wellers Bros. lumber business at Crofton. John Stubblefield will succeed Mr. Maier.

Fairmont, Neb.—Hynes Grain Co. is repairing its eltr. at this place, making more room and more elevating capacity, installing an 8 h. p. gasoline engine. H. G. Seidel, of Omaha, is in charge of the work.—Chas. L. Cox.

Lincoln, Neb.—Ralph Dean had a narrow escape from death at the new grain eltr. of E. J. Rose last week, owing to the falling of the man lift. The car fell forty feet with him, but by holding onto the rope he succeeded in partly breaking the force of the fall.

Rosalie, Neb.—L. S. Blenkiron has purchased the Devereux line of eltrs. in this state. They are located at Walthill. Homer, Jackson and Nickerson. Mr. Blenkiron has also purchased the McCaull-Webster Eltr. and lumber yard at Winnebago. Headquarters will be at Sioux City, Ia.

Omaha, Neb.—Caught in the act of stealing grain doors at the Great Western Eltr. Scarver Nicolo and Donato Scarva were arrested July 27 by Ike Batton, the railroad watchman at the eltr. They are thought to belong to a gang of laborers who have been filching grain doors from the cars for some time.

Omaha, Neb.—W. H. Chambers, who resigned the management of the Peavey Eltr. Co. at Minneapolis some time ago, has returned from Texas, and will engage in the grain business on his own account in the Brandeis bldg. Mr. Chambers is well known here, having had charge for Peavey at this city for several years before going to Minneapolis.

Wahoo, Neb.—The T. B. Hord Grain Co. has completed a 25,000-bu. eltr. at Silver Creek, and is tearing down the old eltr. at Columbus and will erect a much larger one on the old site. It will have a storage capacity of about 25,000 bus. The company also owns the Sears Grain Co. eltr. at Grand Island. The company will build an eltr. at Cozad and is repairing the one here at Wahoo. The company will also build new coal sheds. J. H. Swallow, Agt.

NEVADA.

Minden, Nev.—The contract for a 65,000-bus. eltr. for the Minden Flour Mill Co. to be built all of steel has been let to the Minneapolis Steel & Machinery Co.

NEW ENGLAND.

Portland, Me.—S. W. Thaxter Co., grain dealers, have voted an increase of \$60,000 in the capital stock.

Hansom, Mass.—Hansom Grain & Coal Co., incorporated; capital stock, \$15,000. Incorporators, E. Arthur Howland, Lora M. M. Howland.

Boston, Mass.—We are handling hay and flour now, but expect to drift into the grain business.—C. S. Harlow, Stanley & Harlow.

Danbury, Conn.—The Keeler Grain Co. organized; officers are C. W. Keeler, of Danbury, pres., F. D. Keeler, of Bridgeport, secy, and W. H. Crawford, of Stratford, treas.

Boston, Mass.—A hustling firm in grain and hay business is Phelps Bros. The firm has warehouse facilities for handling grain, and are actively soliciting consignments.

Milford, Conn.—I have nearly completed a grain and feed building to hold 500 tons. I have not yet installed the new grinding machinery, and expect to do a retail business.—Edwin L. Oviatt.

East Weymouth, Mass.—After losing grain and flour from the storeroom for the past year, T. H. Emerson reported the matter to the police. Inspectors hid near the store and saw a man pass under a platform beside the rear door about 11 o'clock. Soon he came out with a bag of oats on his shoulder. When arrested he gave his name as Chas. Stewart. He had been employed at the store for two years. His method was to hide a bag during the day and call for it at night.

NEW JERSEY.

Morristown, N. J.—The Jaqui Co. has enlarged its eltr. to hold 20,000 bus. of grain, installed new eltr. legs and 1,500 bu. cleaner.—E. A. Carpenter.

NEW YORK.

Brooklyn, N. Y.—Chas. Schaefer is building an addition to his private eltr., and is doing a big grain business.

Syracuse, N. Y.—The New York State Hay Ass'n will hold its annual meeting at this city Aug. 11, at the Yates hotel.

Auburn, N. Y.—The Dean-DeLamater Co. is building an eltr. for grain and coal storage. It will be made to hold about 6,000 bus. of grain and 1,000 tons of coal.

Oakwood, N. Y.—We have an eltr. with about 7,000 bus. capacity. Crops about same as last year. Wheat is spoiled for milling purposes.—Wm. Shoemaker.

New York, N. Y.—John D. Shanahan, in charge of the grain standardization office of the U. S. Dept. of Agri, sailed Aug. 1 from this city for Europe to study the handling of American grain abroad.

Aurelius Sta., Cayuga P. O., N. Y.—The grain eltr. and storehouse owned by F. C. Hall was burned to the ground July 17. A large quantity of grain and two freight cars loaded with hay were consumed. The damage is estimated at

about \$4,000, partially covered by insurance. The fire is supposed to have started from sparks from a passing engine.

Ossining, N. Y.—Walter Fisher was probably fatally burned in a fire which started July 17 in the feed store and eltr. of Crew & Williams, adjoining the Hudson River railroad station here. Loss, \$50,000.

New York, N. Y.—The New York Central R. R. has contracted with the Hess Warming & Ventilating Co. for a Hess Drier of 2,000 bus. capacity per hour to be installed at its new Weehawken Eltr. on the Jersey shore.

New York, N. Y.—T. A. McIntyre, of the defunct firm of T. A. McIntyre & Co., died Jul. 29 at Baltimore. The hearing of the charges against him of larceny which was to have been held Jul. 17 had been postponed on account of his ill health.

Whitesboro, N. Y.—Fire destroyed the grain and feed store of Chas. E. Haines July 17. Mr. Haines did a large business in flour, grain and baled hay, and had a large stock on hand. In an adjoining barn Mr. Haines stabled three horses, only one escaped. Loss \$15,000, covered by insurance.

BUFFALO LETTER.

Some Manitoba white oats are selling here, as the trade likes the looks of them. They pay 15 cents duty and satisfy the raiser even then.

There is some amusement expressed over Duluth's "last ten," which is the way spring wheat is offered there now. If anybody buys it and cleans up the market there is somehow always another "ten" ready next day.

The State wheat crop is quite as badly grown as at first reported. It will cut the State millers out of their exclusive business, as the best market for it is usually abroad. Quite an amount of the new crop is on the market.

The inspection office reports that corn is arriving in fine condition, though it is noticed that it does not grade above No. 3 very generally. Oats are decidedly plenty and showing up well when the shipper does not get into a fret. Some very hot ones came in this week.

Corn and oats are moving fairly well and there is a stir in winter wheat, with a better supply than usual, but spring wheat is in an undescribed condition on account of the uncertainty as to the amount of old to be had and the extent and condition of the new crop.

The movement of millfeed eastward by lake is about the only thing that has picked up of late. It was only about half as much as last season for some months, but July more than doubled the season's receipts and made the total 600,000 sacks, as against 657,000 sacks to August, last season.

Efforts are being made by the roads to get a better showing of grain moving by this route, though the harbor eltrs. will be satisfied if they get a fair showing of the new crop. The elevation report shows only 29,000,000 bus. this season, as against 56,000,000 bus. last season to August.

In the complaint by Buffalo millers against the Buffalo-New York lines the Interstate Commerce Commission has ordered that the carriers named as defendants in the case, shall, on or before Sept. 1, 1908, cease charging freight rates on flour of 11c from Buffalo to New York and New York rate points; of 13c from Buffalo to Boston and Bos-

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Kennedy Car Liners

Will save you time in
Coopering Cars, Grain
Lost in Transit, Inter-
eston Money tied up in
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They Prevent the
Loss from Leaky
Cars and only Cost
\$1.40 Each.

Two bushels of wheat
will more than pay for
one of them.

Write us for informa-
tion or send an order
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SHELBYVILLE, IND.

ton points, and of 13½¢ to Sherbrooke points; that on or before that date, they are required to put in force rates from Buffalo of 10¢ to New York points; of 12¢ to Boston points and of 12½¢ to Sherbrooke points. The rates may be made effective to the public on 3 days notice.

New spring wheat is now offering at 14 cents over Chicago September for No. 1 northern, c.i.f., all September delivery, which is higher than it should be and will not be accepted to any great extent now, but it is much lower than it promised to be at certain "bulge" periods in the early season.

There seems to be a fatality about the eltrs. owned or operated by the New York Central Railroad. Its own City A was afire lately and but for big work by the fire department would have been destroyed and now the Niagara A has been afire, taking from a shanty alongside that was consumed and set the bins afire, though they were saved without much loss. It is now several years since a used eltr. has been burned.

Report has it that there is an effort to unite all the harbor eltrs. in a single company to save the expense of operation, so that in dull seasons like this there would be need of running only two or three. It is a hard undertaking, for the railroad houses could not be included, as they would certainly not want to lose their hold on the harbor and the other houses would mostly be held too high. Still a big saving would be possible by such a plan.

The New York State Millers Ass'n at its recent annual meeting heard reports reflecting unfavorably on Buffalo inspection. O. C. Lake said he had on different occasions lost \$20 to \$30 on 1,000 bus. of wheat on account of mixture. W. H. Duffett, of Rochester, claimed to have had two inspections of the same car, on the same date, giving two different grades. It was decided to appoint a committee to confer with the Corn Exchange with a view to improving the inspection. Among the subjects discussed were "The Use of Durum Wheat" and "Bad Cars and Bad Loading." Election of officers for 1908-9 resulted in the choice of the following: H. S. Jewell, Buffalo, pres.; F. P. Rhines, Watertown, vice-pres.; John Dorsey, Ogdensburg, treas.; W. Quackenbush, New York, sec'y.—J. C.

NORTH DAKOTA.

Milner, N. D.—The Thorpe Eltr. Co. will erect a large eltr.

Gladstone, N. D.—The Farmers Eltr. Co. will build an eltr.

Oakes, N. D.—R. P. Huffman will be mgr. of the Atlantic Eltr.

Havana, N. D.—An addition is being built to H. J. Waddell's eltr.

Norwich, N. D.—M. J. Cullen will be mgr. of the Farmers Eltr. Co.

Cleveland, N. D.—The Occident Eltr. Co. is installing a new cleaner.

Enderlin, N. D.—G. W. Reibe will have charge of the Atlantic Eltr.

Crosby, N. D.—W. D. Donovan will be mgr. of Winter & Ames' eltr.

Tokio, N. D.—H. Baiton has been appointed mgr. of the Farmers Eltr.

Kulm, N. D.—J. A. Stolt has been elected mgr. of the Farmers Eltr. Co.

Buchanan, N. D.—T. N. McLaren has resigned his position with the Monarch

Eltr. Co. and took charge of the Lyon Eltr. Aug. 1.

Fairdale, N. D.—The Atlantic Eltr., which was burned Jan. 1, is being rebuilt.

Monango, N. D.—Mr. Long will buy grain this season for the Empire Eltr. Co.

Courtenay, N. D.—An eltr. is being erected for Wm. Jones; capacity, 35,000 bus.

Kathryn, N. D.—Egbert Eggen will have charge of the Andrews & Gage Eltr.

Leeds, N. D.—J. S. Coolidge will have charge for the Thorpe Eltr. Co. after Aug. 1.

Leonard, N. D.—The Farmers Eltr. Co. is building an eltr. L. Buege has the contract.

Velva, N. D.—The Velva American Society of Equity contemplates the purchase of an eltr.

Bowbells, N. D.—Bob Kirsch has been engaged as mgr. of the Woodworth eltr. in place of A. J. Murphy.

Barney, N. D.—The new Farmers Eltr. Co. has everything completed and paid for and ready for business.

Walcott, N. D.—Both the Duluth and Northwestern eltrs. are being repaired and placed in first-class condition.

Grafton, N. D.—Nels Tveton will be the new mgr. of the Farmers Eltr. Mr. Tveton will succeed S. O. Hukee.

Barlow, N. D.—The Federal Eltr. Co. is putting in a new stone foundation for its eltr. and making other improvements.

Heaton, N. D.—E. E. Evans of Doyer is repairing the Lyons Eltr. and building an addition to be used as a flour house.

Doyon, N. D.—Some repairs are being made on the eltr. here belonging to the Burgess Eltr. Co., of Devils Lake, N. D.

Newburg, N. D.—Bids have been received for the erection of a 30,000-bu. eltr. here for the Riverside Farmers Eltr. Co.

Lamoure, N. D.—The line of eltrs. of Andrews & Gage has been temporarily closed pending the settlement of the estate of Mr. Gage.

Anselm, N. D.—Tom Twisselton has been elected sec'y of the Anselm Farmers Eltr. Co. in place of Paul W. Froemke resigned.

Edgeley, N. D.—A Farmers Eltr. Co. is being organized, with W. D. Oliver as prime mover. The Powers Eltr. Co. will erect a large eltr.

Forbes, N. D.—The Marshall-McCartney Co. of Oakes is erecting a 35,000-bu. eltr. here. The Barnett & Record Co. has the contract. Capacity 35,000 bus.

Sykeston, N. D.—The contract for building the Farmers Eltr. at this place has been let at \$7,450. It will have a capacity of 40,000 bus. It will be ready for business Sept. 1.

Cooperstown, N. D.—The Cargill Eltr. Co. will build an eltr. on the site of the one destroyed by fire July 14. It will have a 40,000 bu. capacity, and be completed Sept. 1 by C. E. Bird & Co.

Turtle Lake, N. D.—T. F. McGrevey formerly of Mose, N. D., has opened the Great Western Eltr. for the next season. He will move his family here as soon as he completes his residence here, which he is now building. The Andrews & Gage Eltr. opened for the season Aug.

1, with Aug. Okeson as agent. E. J. Freeman, Agt. Regan & Lyness Eltr. Co.

Mandan, N. D.—The Farmers Eltr. Co. incorporated; capital stock, \$25,000. Incorporators, Samuel Unkenholz, Rural, N. D.; Martin Klein, St. Anthony, N. D.; Erasmus Helbling, St. Anthony, N. D.

Devils Lake, N. D.—M. H. Amsden, late with the Minneapolis & Northern Eltr. Co., will be the supt. for the Farmers Grain Co. from now on. This company controls a line of eltrs. thru this part of the state.

Embsen, N. D.—I have resigned my position as agent of the Empire Eltr. Co. at Monango to take effect Aug. 1. Ira Long will be my successor. I am now agt. for the Farmers Eltr. Co. at Embden.—Robert Rienhardt.

Fairmont, N. D.—J. D. Long of Wau-
bay, S. D., and F. E. Long of Ortley, S. D., have bot the Farmers Eltr. The eltr. will be known hereafter as the Long Bros. eltr., F. E. Long being in charge of the business. They will handle fuel in connection.

Mayville, N. D.—Will probably rebuild our burned eltr. in the spring. It is now too late to build for this crop. Will build a crib house 30,000 bu. capacity, 2 leg. cleaner, hopper scales, wagon scales, gasoline engine, etc.—R. F. Wiesor, Agt. J. L. & E. B. Grandin.

Catio, N. D.—Gulbro & Atkins have reorganized and will do business under the name of The Catio Co-operative Mercantile Co., Wm. Gilchrist pres., S. P. Atkins, sec'y and Peter Heltn treas. This company is composed of about 70 Town-er Co. farmers and intends to erect a grain eltr.

Grand Harbor, N. D.—The Farmers-Grain Co. has purchased the eltr. belonging to the National Eltr. Co. F. G. Johnson, of Kloten will have charge of the house. A. L. Tennis who has been the agent of the company at Webster leaves the employ of the Farmers Grain Co. and his place at Webster will be taken by Hans Mikkelsen, of Garske and Peter DuChene will go to Garske.

Manitou, N. D.—The organization of the Pembina Municipality Farmers Eltr. Co. is completed with Luke Armstrong, pres., J. Tait, vice pres., H. Burke, sec'y-treas., directors, W. Hamilton, J. Crane, F. McIntosh, J. Davidson, M. Young. The tender of G. W. Ulyott to build a 40,000-bu. eltr. was accepted and application made to the railway company for a site. This will make six eltrs. for Manitou with a total capacity of 225,000 bus.

Hettinger, N. D.—This year-old burg is to be marked by six new eltrs. if the plans of half a dozen line companies are carried out. The eltrs. will be located on the new extension of the C. M. & St. P. R. R. Leases have been granted to the Empire, John Hokensen, Maddock & Kane and J. S. Green lines. Lumber is on the ground for the first two. These five with the Columbia which is nearly finished makes this one of the most important local grain centers in Adams county.

OHIO.

Clark Station, O.—M. McFarland has purchased a Reliance Dump Controller.

Mansfield, O.—Bowden & Snider have purchased a small tract of land on the Pennsylvania R. R. and will erect a grain

eltr. and feed mill, with a railroad siding. They will also do a flour exchange business.

Columbus, O.—Look for good trade in Columbus this season.—Jas. P. McAllister.

Toledo, O.—Pringle, Fitch & Co. have a private wire from this market to Chicago just leased.

Toledo, O.—James E. Rundell of W. A. Rundell & Co., and family are in Europe for the summer.

Toledo, O.—A grain drier and cooler has been invented by W. H. Slaybaugh, master mechanic of the Toledo Salvage Co.

Fredericktown, O.—The Cockley Mfg Co., of Lexington is building an eltr. The North Western Eltr. & Mill Co., of Toledo, is erecting an eltr.

Jeffersonville, O.—Threlkeld & Blessing have installed a new combined grain cleaner and pneumatic car loader made by the Mattoon Grain Conveyor Co.

Norwalk, O.—Smith Bros' eltr. at Lyme siding was damaged recently by the bursting of a bin, dumping about 2,000 bus. of wheat into the scale pit and cellar.

Melbern, O.—C. A. Hepker has been making improvements about his elevator preparatory to receiving the 1908 crop. His eltr. will hold about 6,000 bus. of grain.

Cincinnati, O.—August Ferger & Co. have been awarded the contract to supply the government with 7,000,000 lbs. of oats for army use in the West India Islands.

Lake View, O.—Lake View Eltr. Co. incorporated; capital stock, \$20,000. Incorporators, J. H. Manchester, Elmer Sheets, J. W. Schultz, Frank P. Kerr, H. O. Huber.

Toledo, O.—Business is fine; wheat grades well. We have shipped two cargoes of wheat to Buffalo already this season.—W. W. Cummings, The J. J. Coon Grain Co.

Gilboa, O.—We expect to build a 35,000-bu. eltr. with a crib room for 20,000 bu. of corn this fall. The machinery will be new, as everything was burned.—N. F. Dean, Findlay.

West Clarksfield, O.—The farmers have offered me some wet wheat, but so far I wouldn't take it. Prefer to let the other fellow have the poor grades while I'll take the good.—R. D. Sly.

Cortland, O.—The Richard & Evans Co., which lost its mill and eltr. by fire in May, has decided to increase its capital stock from \$25,000 to \$50,000 and will begin the erection of a new mill and eltr. at once.

Rossburg, O.—Gus. Beam of Greenville, has been scooping here. He was loading a car of oats Aug. 7, and the regular dealer put up the price so that the will lose his labor, and he is not expected to last very long.

La Rue, O.—James McNeff, a farmer and country school teacher, is scoop-shoveling oats at this station for the Brady Grain Co. of Payne, O. A firm calling themselves the Ohio United Grain Co. is scoop-shoveling here.—W. F. Johnston.

Toledo, O.—F. C. King has been admitted to the firm of C. A. King & Co. and will learn the grain business under the tutelage of his father. Many young men are entering into business with their fathers in this market and another generation will change the personnel of the

men behind the grain business greatly while in most cases the names will remain the same. Toledo probably has more sons of fathers in the grain business per capita than any other market.

Cleveland, O.—The stop over privilege just secured for Cleveland is helping this market. The trade here demands a stiff inspection on grain and hay, as this is a great race horse town, and the owners of fine stock demand good grain and hay. F. G. Bartlett, Hay Inspector.

Cincinnati, O.—With the appointment of a receiver for the C. E. Bultman Co. Aug. 5 the last of the Cincinnati bucket-shops is said to have been closed. Geo. H. Stapely and John A. Payne are resisting removal to Chicago for trial on the charge of misusing the mails in conducting a bucket-shop.

Van Wert, O.—F. D. Brandt has purchased the elevator of Mahan & Johnson formerly of Ohio City. Mr. Mahan is working for Mr. Brandt and Mr. Johnson has quit the business. The eltr. has a capacity for 20,000 bus. storage and will be enlarged for ear corn. The eltr. is located on the Pa. R. R.

Toledo, O.—Business is good. We are having big receipts of wheat. There is a good demand, and it has graded nicely. Wheat the last few days has been somewhat musty (July 31), account of wet weather. We received the first and second cars of new oats shipped to Toledo.—Fred Mayer, J. F. Zahm & Co.

Bellefontaine, O.—Geo. R. Gamble on Jul. 28 was sentenced to 3 years imprisonment for burning his mill at Zanesville 18 months ago for the insurance. A total of 15 fires are charged against him, in Colorado and Illinois. When arrested for the last fire he fled to California and was caught at Los Angeles.

Toledo, O.—The Woodbury-Elliott Grain Co., incorporated; capital stock, \$50,000. Incorporators, Hubbard S. Woodbury, Ami F. Mitchell, Edward E. Elliott, Henry C. Truesdale and Abbey C. Woodbury. The concern is a reorganization of the business of Woodbury & Files, a Muncie, Ind., grain firm with a string of eltrs. in Indiana.

Toledo, O.—C. P. Lamprey, traffic mgr. of the Chamber of Commerce, has obtained for the Produce Exchange the desired concession in freight rates on grain from St. Louis. The rate on grain from points west of the Mississippi River destined for water shipment to points east of Toledo has been reduced from 9½ to 6c, the former rate.

Spencerville, O.—Spencerville Eltr. Co. is successor to Clutter, Long & Wetherill. The company is composed of J. N. Bailey, John Lauer, A. D. Akin, Michael Dietsch, Wm. Bailey and J. F. Wetherill. Mr. Wetherill has had charge of the business for years and will continue in the same capacity, looking after the company's business here and at Monticello. Owing to failing health Messrs. Clutter and Long have felt it necessary to dispose of their business in this section and will make their homes in California.

OKLAHOMA

Guthrie, Okla.—The Union Grain Co., of Guthrie, has brot suit against the Garfield County Milling Co. to recover \$331 damages on account of a car of wheat being hard instead of soft, as contracted. The loss is said to have been 13c per bu.

Durant, Okla.—The Durant Mill &

LEST U FORGET

J. A. MANGER & CO.

216-218 Chamber of Commerce
Baltimore, Md.

Make a Specialty
of Handling

OATS

and would like to hear
from you with ship-
ments.

THE FIRST CAR

of new oats to reach
Baltimore from the
West arrived here Aug-
ust 5, 1908, consigned
to us and graded 3
white, weighing 28 lbs.
to the measured bushel.
We hastened this car
through from an Indi-
ana point.

Let Us Hear From You

J. A. MANGER & CO.

216-218 Chamber of Commerce

GRAIN

Oats Our Specialty
Advances on Consignments

Eltr. Co., which has been purchased by Wm. Bondies & Co. is overhauling the plant. The flour machinery will be sold, and the plant converted into an eltr. and feed mill. The plant is located on the M. K. & T. tracks and has storage capacity of 60,000 bus.—Wm. Bondies & Co.

Tulsa, Okla.—Suit has been filed in the United States circuit court by the United States government for the Creek nation against the Read Mill & Eltr. Co. and several property owners, involving the title to nine blocks of property here valued at \$500,000. The government alleges that the defendants obtained the property by fraud.

Checotah, Okla.—C. W. Lawrence, mgr. of the Lawrence Grain & Milling Co., has his shirt burnt recently while trying to put out a fire in a small pile of shucks. In endeavoring to put out a leaking lantern which had caught fire Mr. Lawrence struck it against a pulley and the broken lantern ignited the shucks. When his shirt caught fire Mr. Lawrence quit stamping on the shucks and ran for a bucket of water, with which he extinguished the blaze. No damage was done and Mr. Lawrence was not seriously burned. Profiting by this experience he has given positive instructions that lanterns must not be used by anyone.

OREGON.

Albany, Ore.—P. B. Marshall and E. A. Johnson, owners of the Albany Mill & Eltr. Co. have dissolved partnership, Mr. Marshall retiring.

Portland, Ore.—Kerr, Gifford & Co. have brot suit against the Southern Pacific Ry. to recover \$809 damages for delay in transporting its cars of wheat to Ciudad Juarez, Mexico.

Portland, Ore.—We are indebted to Fred Muller, sec'y, for a copy of the charter and rules and regulations of the Portland Board of Trade, as reorganized. The Board has been conducting a cash department since the beginning of the year and a grain future market since Jul. 1.

PENNSYLVANIA.

Pittsburg, Pa.—Business is very dull in Pittsburg.—J. W. Beatty.

Bangor, Pa.—Bangor Supply Co. store damaged by fire to the extent of \$20,000. Flour and grain worth \$2,000 were consumed.

The 31st annual convention of the Pennsylvania Millers State Ass'n will be held on board the steamer Charlotte leaving Baltimore, Md., Wednesday, Sept. 9, arriving at Old Point Comfort to pass the night at the Chamberlain hotel. No other passengers will be accepted. No business will be transacted at Old Point, where the millers will remain until Friday morning.

Pittsburg, Pa.—R. S. Martin, who is now president of the Pittsburg Grain & Flour Exchange, says he will continue the fight against the B. & O. for damages caused by recent flood, to the court of last resort. The cases have all been appealed and action will be taken on them as soon as usual grind of the courts gets to them. Nearly all the grain which is shipped to Pittsburg is routed by the Pa. lines. For instance one day recently 80 cars arrived over the Pa. while only 10 were routed by the B. & O.

PHILADELPHIA LETTER.

Among the new members-elect of the Commercial Exchange are E. T. Hamlin,

Thomas C. Ralston and Monroe A. Smith.

A new steamship line, with direct weekly sailings between Philadelphia and Rotterdam, Copenhagen, Leith, Christiania and other points, is about being inaugurated and a good export grain and flour trade is anticipated, and the Russian and Scandinavian services are to be included.

Former Pres. James L. King, who is chairman of the transportation committee of the Commercial Exchange, will present a vigorous complaint to the Interstate Commerce Commission on the discriminating ex-lake freight rates on grain and flour, which are claimed to be excessive, and at the hearing many of the prominent members of the trade will testify.

From one of the nearby country points a few days ago 63 tons of hay was shipped to this city on the trolley line and it is predicted that in time this will be a popular and practical way of transporting the product from all of the country centers to the city markets.

Frank D. LaLanne of the Trades League, with W. B. Kelly, sec'y of the Trades League, as alternate, have been chosen the representatives of the third International Commercial Congress which holds its sessions at Prague, Bohemia, September 5-10. Mr. LaLanne is pres. of the National Board of Trade.

The export flour trade from this city has been unusually good for the past seven months, showing a substantial and steady increase, overtopping Baltimore and Boston and being a close second to that of New York City, 1,321,245 bbls. being shipped abroad from here. The increase for the past 7 months in exported wheat is 829,413 bushels.

The new uniform B/L fails to satisfy the shippers and receivers here and the general opinion among the grain men is that the railroads and financial institutions have the best end of it and is regarded as a weak and unsatisfactory compromise, and a prominent grain dealer remarked the "pizen" is not out of the snake, it is only concealed." While it may be an improvement on the old form it is believed the shippers and receivers everywhere will fight it, and so will the Commercial Exchange.

Isaac S. Stover, a well known grain merchant here and member of the Commercial Exchange, has fallen an unfortunate victim to the "natural shrinkage" racket as interpreted by the transportation companies. In bringing a shipment of grain from the West, the natural shrinkage to the surprise of Mr. Stover was several hundred bushels. The Philadelphia & Reading Railway Co. offered to settle the claims if there was a deduction of one-fourth of 1 per cent made in its value, the officials citing the new B/L clause exonerating carriers from liability for such shrinkage. Chairman William M. Richardson of the information and Statistic Committee has the matter in charge. A strong protest has been made to the Interstate Commission and all of the leading trade organizations of the country have been urged to have the objectionable clause cut out.—S. R. E.

SOUTH DAKOTA.

Britton, S. D.—L. G. Richards has leased the A. Owen eltr.

Yale, S. D.—Thos. Walsh has accept-

ed a position as agent for the N. W. Eltr. Co.

Bowdle, S. D.—Peter Geib and A. S. Geisler have bot an eltr.

Huron, S. D.—The Atlas Eltr. Co. is building a 40,000-bu. eltr.

Cavour, S. D.—Fred Olson will have charge of the Atlas Eltr.

Corsica, S. D.—Will Stolt will take charge of the Farmers Eltr.

Faultkton, S. D.—Olaf P. Opasta will have charge of the Atlas Eltr.

Thomas, S. D.—The Farmers Eltr. has let its contract for a large eltr.

Wilmot, S. D.—The Farmers Eltr. Co. has bot the Empire Eltr. Co.'s eltr.

Howard, S. D.—Will Sheeley will take charge of the Farmers Eltr. here.

Sioux Falls, S. D.—The Hawkeye Eltr. Co. is tearing down and rebuilding its eltr.

Lesterville, S. D.—Janda & Fridell recently bot their first grain in the new eltr.

Warner, S. D.—H. G. Conlee will have charge of the Columbia Eltr. this season.

Twin Brooks, S. D.—Albert H. Schmidt will take charge of Miller Bros. Eltr.

Howard, S. D.—The Eltr. belonging to the W. W. Cargill Co. was recently damaged by fire.

Viborg, S. D.—Carl Rasmussen is the new buyer for the Atlas Eltr. Co.—Peter Christensen.

Centerville, S. D.—F. M. Slagle & Co. is putting in new belting and cups.—A. T. Blades, Agt.

Florence, S. D.—W. J. Bond has accepted a position as grain buyer for the Farmers Eltr. Co.

Raymond, S. D.—Fred Olson, of Owatonna, Minn., has accepted a position with the Atlas Eltr. Co.

Watertown, S. D.—Nicholas Kirsch, of Waverly, has been appointed mgr. of the Farmers Eltr. Co.

Elk Point, S. D.—Fields & Slaughter expect to install a new engine soon.—W. W. Keech, Agt.

Tyndall, S. D.—I am installing a new engine and putting in new belting in my eltr.—L. L. Wagner.

Tripp, S. D.—E. C. Herman has accepted the position as grain buyer for the Carlton Eltr. Co.

Menno, S. D.—J. J. Decker has let contract to the Younglove Construction Co. to rebuild his eltr.

Colton, S. D.—The plant of the Colton Grain Co. was recently considerably damaged by fire. Insured.

Wolsey, S. D.—A 20,000-bu. eltr. for Decker & Wahl will be built by the Younglove Construction Co.

Randolph Sta., Conde P. O., S. D.—H. E. Christianson will take charge of the Great Western Eltr. here.

Salem, S. D.—A. A. Truax has sold his eltr. here to H. W. Schneider & Co.—Farmers Grain & Coal Co.

Langford, S. D.—The Columbia Eltr. Co. is erecting an eltr. E. B. Case will take charge of the Farmers Eltr.

Spain, S. D.—The Farmers Union Eltr. Co. of Webster, will erect an eltr. here. J. C. Edmonds has the contract.

Wessington, S. D.—The Farmers Eltr. Co. here has asked a site for an eltr. on the right of way of the Chicago & Northwestern R. R. Those behind the

movement have already raised \$4,000 and plans for the new eltr. here have been decided upon.

Raymond, S. D.—The farmers are building a 50,000-bu. eltr.—Farmers Mercantile & Eltr. Co., of Garden City.

Virgil, S. D.—W. H. Mann & Co. have purchased a complete equipment for their eltr. of the Younglove Construction Co.

Tyndall, S. D.—The Hunting Eltr. Co. is putting in a new gasoline engine and making general repairs.—C. J. Kelley, Agt.

Beresford, S. D.—The farmers here have organized a co-operative company and expect to build an eltr. soon.—Peter Riley.

Mellette, S. D.—Decker & Wahl have let contract to the Younglove Construction Co. for the erection of a 20,000-bu. eltr.

Riverside, S. D.—At their meeting Jul. 30 the Farmers Eltr. Co. hired A. E. Otterson to buy grain for them the coming year.

Mission Hill, S. D.—Henry De Camp, owner of the De Camp eltr. at Yankton, S. D., will erect an eltr. here at a cost of \$1,000.

Willow Lake, S. D.—Jones & Metcalf of Madison have added to their line of eltrs. by the purchase of an eltr. at Willow Lake.

Davis, S. D.—Duluth Eltr. Co. has opened an eltr. here with Lem. McCullough as buyer.—Peter Christensen, Viborg, S. D.

Yankton, S. D.—The Atlas Eltr. Co., whose eltr. here has been closed since June 15, was reopened Aug. 1.—B. F. Wiffey, Agt.

Winfred, S. D.—Mr. Whitlow, of Madison, will take charge of the Larkin & Thompson eltr., formerly in charge of G. F. Simmons.

Volin, S. D.—J. M. Sadler, formerly with the Reede Grain Co. here, is now working for the Atlas Lumber Co. at Mission Hill.

Beresford, S. D.—Fire destroyed the warehouse of Louis Wagner. A spark from a passing engine is supposed to have started the fire.

Columbia, S. D.—Work is soon to be started on the foundation of the Farmers' Eltr. Co.'s new eltr. Ed Burnette, will be buyer and mgr.

Miranda, S. D.—A 20,000 bus. eltr. is being built for J. T. Scroggs of Beresford by the Younglove Construction Co. The foundation is finished.

Utica, S. D.—The farmers here have organized a co-operative company and bot the McCaull Webster eltr., taking possession Aug. 1.—A. C. Blankenship.

Lesterville, S. D.—We have bot the eltr. here of the Tripp Eltr. Co. and are repainting it, repairing the inside, and putting in new belting.—Rokusek & Kremer.

Doland, S. D.—Arrangements have been completed for erecting a new 20,000 bu. grain eltr. to be conducted under the personal direction of Mr. Cartland, of Yale.

Alcester, S. D.—The Reedy Grain Co., whose eltr. has been closed for the past two months, reopened Aug. 1, under the management of Geo. N. Weed.—F. J. Ryan.

Mission Hill, S. D.—The Mission Hill Co-operative Eltr. co. incorporated; capital stock, \$20,000. Incorporators, Rasmus Pederson, Olof Hovden, Ole Neil-

son and others. The company has bot the eltr. belonging to the Atlas Eltr. Co. and will be ready for business Aug. 15.—C. K. Kerr, sec'y.

Lane, S. D.—The A. N. Carlisle eltrs. both here and at Woonsocket have been purchased by the Farmers Co. recently organized. Dalton Bros. are the promoters.

Aggergaards Spur, S. D., (no. p. o.)—The Hawkeye Eltr. Co. of Minneapolis, Minn., is building an eltr. at Aggergaards Spur, between Viborg and Irene.—Peter Christensen, Viborg.

Centerville, S. D.—I have built an addition to my eltr., increasing the capacity from 15,000 to 25,000-bus. Am also putting in a new 8-h.p. engine and have built an engine room.—T. I. Gundison.

Egan, S. D.—The new grain company here will be known as the Egan Grain Co. Jay Manson will be the agt. and buyer. The company has bot the Jones & Metcalf eltr. and took possession Aug. 10.

Valley Springs, S. D.—G. W. Wright, secy and treas. of the Valley Springs Milling Co. has bot the milling company's interest in the eltr. they purchased from Hubbard & Palmer Co. and will handle grain and coal.

Madison, S. D.—The Farmers Eltr. Co. has let the contract to the Younglove Construction Co. for a 25,000 bu. eltr. This house is equipped with a 1,500 bu. per hour Avery Automatic scale, and a New Era Man Lift.

Artesian, S. D.—F. N. Theisen's grain eltr. has been purchased by a stock company composed of 75 farmers and incorporated under the name of the Farmers Grain Co. The eltr. will be managed by W. F. Robinson, formerly of Woonsocket.

Carthage, S. D.—Farmers Eltr. Co., incorporated; capital stock, \$10,000. Pres., M. E. Harmon, secy., Chas. E. Barki. Directors, Jas. Sneesby, A. C. Johnson, S. L. Torgerson. The company has issued a call for bids on a new eltr. building, which will be put up within 90 days.

Yahota, S. D.—We had much trouble last year with cars leaking and were not able to get claims paid for shortage, so we are installing automatic scales for loading cars. Thos. McBath will put in automatic scales at Watertown. We have an eltr. at Yahota, with headquarters at Watertown, but are not in business at Watertown. John H. Selmser is still mgr. for G. W. Van Dusen & Co., and holds an interest in the eltr. at Yahota.—McBath & Selmser, Watertown.

Sioux Falls, S. D.—Wm. H. Stanley, sec'y of the state board of railroad commissioners, is overwhelmed with applications from grain warehousemen for licenses for the year beginning Aug. 1. Where grain is stored for a compensation the applicant for license is required to furnish bond. The bonds required vary according to capacity, as follows: Eltrs. within a capacity of 10,000 bus. and under, \$3,000; 10,000 and up to and including 20,000 bus. capacity, \$6,000; over 20,000 and up to and including 30,000, \$8,000; over 30,000 and up to and including 40,000, \$12,000; over 40,000 and up to and including 50,000, \$15,000; over 50,000 and up to and including 75,000, \$22,500; over 75,000 and up to and including 100,000, \$30,000; over 100,000 and up to and including 125,000, \$37,500; all over 125,000 bushels, \$50,000.

THE ELLIS GRAIN DRIER

now being installed at the Rosenbaum Bros Belt Elevator, Chicago, has the following original features that will commend themselves to every practical elevator superintendent.

Automatic cleaning attachment by which not only the Drier is kept perfectly clean but all dust is conducted into a separate chamber and sacked.

Continuous feed attachment combined with the regular charge receiver.

All the waste heat from Drier that contains drying properties is utilized.

So constructed that two kinds of grain can be dried at the same time.

A full description of this plant with photographs and illustrations will be issued shortly.

The Ellis Drier Co.

747 Postal Telegraph Bldg.

CHICAGO

SOUTHEAST.

Fredericksburg, Va.—Business is quiet, some hay and grain raised here.—E. M. Young.

Lynchburg, Va.—One of the promising new brokerage firms of the South is the Steele & Brown Co.

Richmond, Va.—Business is improving and the Richmond Grain and Cotton Exchange which is probably the oldest in the U. S. is flourishing.—J. J. Fairbank.

Atlanta, Ga.—Atlanta has been badly in need of increased storage until the present time when it is likely to have more than it needs. A large cotton mill on the N. C. & St. L. has been converted into a storage house with a capacity for 500 cars. The Southern Ry. is also arranging for a tremendous amount of storage in an old cotton compress.—Jos. Gregg.

TENNESSEE.

Manchester, Tenn.—I am the only grain dealer here. Alwood & Son, F. V. Miller and J. G. Wilkinson & Co. are out of the business.—S. M. Winton.

Nashville, Tenn.—The new warehouse and eltr. being erected in Nashville for S. G. Douglas & Co. with a capacity of 400 cars of grain and hay is ready for business.

Memphis, Tenn.—Patton, Hartfield & Cook were succeeded Aug. 1 by Hartfield & Cook, D. G. Patton retiring and J. M. Hartfield and L. P. Cook continuing.—Hartfield & Cook.

Nashville, Tenn.—S. G. Douglas & Co. will occupy their new warehouse and eltr. Aug. 1. The eltr. and warehouse has a capacity of 400 cars and is equipped with all modern conveniences for handling grain and hay.

South Pittsburg, Tenn.—Darr & Roberson have purchased the grain business formerly owned by W. M. Cameron and will conduct a wholesale and brokerage business. It will be the aim of the new company to buy grain direct from the farmers in the territory tributary to South Pittsburg and sell to the consumer in this immediate territory. In order to do this a large warehouse will be erected. In connection with the business mill products of all kinds will be handled.

Nashville, Tenn.—The Kendrick-Roan Grain Co. has increased its capital stock from \$20,000 to \$75,000, and changed its name to Kendrick-Roan Grain & Eltr. Co. The directors of the company are M. K. Kendricks, C. Perry Snell, J. M. Roan, J. E. Roan and J. W. Shelton. The company will erect a large eltr. and warehouse, and has let the contract to the Burrell Engineering & Construction Co. for a building 42x60 ft. of 60,000 bus. capacity and equipped with 3 stands of eltrs., Monitor Cleaner and Clipper and electric motor power. It will be a transfer house, receiving from 2 tracks.

TEXAS.

Hillsboro, Tex.—We are successors to J. D. Loftin & Co.—Hillsboro Grain Co.

Tulia, Tex.—J. C. Frye & Son have applied for membership in the Texas Grain Dealers Ass'n.

Albany, Tex.—The Pioneer Mill & Eltr. Co. has filed an amendment to its charter, increasing its capital stock from \$25,000 to \$50,000.

Houston, Tex.—The Standard Milling Co. contemplates disposing of the property on which stood its burned mill, and

joining its several other mills together and erecting a large combined mill on the Buffalo Bayou as soon as a suitable location can be found.

Houston, Tex.—E. A. Houston, the trustee of the Houston Rice Milling Co. has sold the plant and property of the company to Jesse K. Jones for \$28,000.

Hillsboro, Tex.—An attempt was made to burn the Hillsboro Grain & Eltr. Co. eltr. August 7, at 12:30 a. m. Considerable damage was done before the fire was under control. The authorities are investigating.

Galveston, Tex.—Exports from Galveston from Sept. 1 to Aug. 1 have been 1,933,746 bus. of wheat and 5,323,752 bus. of corn; compared with 10,497,633 bus. of wheat and 4,220,906 bus. of corn for the corresponding period of 1906-7 as reported by C. McD. Robinson, chief inspector Galveston Board of Trade.

Fort Worth, Tex.—A tariff authorizing the absorption of switching charges will become effective Aug. 12, and the usual fee of \$3 per car of grain at Fort Worth and North Fort Worth will be abolished, greatly aiding the grain dealers of this city to compete with other markets where the charges are absorbed. The absorption of switching charges was fathered by the International & Great Northern and opposed by the other roads, who will be compelled to absorb their charges to meet the concession by that road.

McKinney, Tex.—The Court of Civil Appeals of Texas recently reversed the decision of the district court of Freestone County in the suit by C. J. Turner and others against the First National Bank of Wortham, Tex., and the Collin County National Bank of McKinney, on account of the wrongful surrender of two cars of oats without payment of drafts attached to B/L. C. J. Turner sold two cars of oats to the Southwestern Grain Co. consigned shipper's order to Breaux Bridge, La., giving B/L and two drafts to the First National Bank, which forwarded them to the Collin County Bank, which is alleged to have detached the Bs/L from the drafts and surrendered them to its correspondent at Breaux Bridge. The reversal and grant of new trial are based on a technicality that the defendant has a right to be sued in Collin County.

Fort Worth, Tex.—Shippers of grain and other commodities are strenuously protesting against the ruling by the Texas Railroad Commission in its circular No. 2848, issued July 22, forbidding the practice of stopping in transit when the shipments are not actually unloaded as provided by the rules. The commission rules that if a carload is to get the benefit of a thru rate the seal on the car must be unbroken. The enforcement of this ruling is working a hardship by preventing the forwarding of grain rejected by the receiver, without an unnecessary and costly unloading and loading. Forbidding the inspection of grain except under the stopping in transit rule is detrimental to both shipper and carrier, as the railroad loses the use of the car several days and it prevents the handling of grain by those not having facilities and storage. Sec'y H. B. Dorsey is getting the views of members of the Texas Grain Dealers Ass'n and will exert strong pressure to have the rule modified.

WASHINGTON.

Pomeroy, Wash.—N. P. Peterson has returned from a four months trip to Europe. The Farmers' Warehouse Co.

has completed its new warehouse. J. M. Robinson is mgr.—K.

Seattle, Wash.—Spokane Grain Co. incorporated; capital stock, \$32,600; to succeed old corporation of the same name.

La Crosse, Wash.—The Boyer Harness & Grain company, of Colfax, has opened an office here, with John Hedberg as mgr.

Seattle, Wash.—Ford Hadden Grain Co. incorporated, capital stock, \$10,000. Incorporators, G. W. Ford and W. W. Hadden.

Walla Walla, Wash.—Farmers Union lately organized will handle bulk of the wheat crop in and around Walla Walla district. They are strong and holding.—K.

Tacoma, Wash.—The first new wheat was received at this market Jul. 28 by Balfour, Guthrie & Co., from Adams County. The grain was of good color, but light.

Pomeroy, Wash.—In an endeavor to get rid of sacks on hand at the close of the season the grain dealers here have temporarily cut the price to 6½c each. Last year sacks sold at 9 to 11c.

Washtucna, Wash.—A. W. Wormell, mgr. of the Farmers Grain & Supply Co. has purchased an interest in a string of warehouses and will move to Pomeroy to take charge of them. R. B. Hadley succeeds him.

Hatton, Wash.—Hatton local No. 17, Farmers Union, has decided to conduct a grain warehouse of its own this season to be in charge of W. J. Harter. A site has been secured north of the eltr. and a platform is being erected.

Harrington, Wash.—C. W. Bethel, the well known grain buyer and warehouseman is making extensive improvements on his property. His new feed mill, which will be a three story building is near completion. A circular steel grain eltr. will also be built by Mr. Bethel. He will have the eltr. ready for this year's crops.

Johnson, Wash.—W. A. Donaldson has sold his grain business here; W. D. Woodward buying the grain house at Chambers Sta. while L. W. Robinson purchased the hay warehouses and business. The annual business transacted at the hay and grain houses has been in excess of \$100,000. Mr. Donaldson with his family will move to Tacoma, where he will engage in business.

WISCONSIN.

Strum, Wis.—A. C. Farmer, who was agt. for W. W. Cargill & Co., has removed.

Milton, Wis.—E. L. Barnes has installed a combined grain cleaner and pneumatic car loader made by the Mattoon Grain Conveyor Co.

Brackett, Sta., Eau Claire p. o., Wis.—Albert Hohen was in Minneapolis this week with a petition from people on the Soo road to build an eltr. and put a switch in.

Superior, Wis.—Sam Crumpton and J. Emerson Greenfield have formed a partnership as Crumpton & Greenfield to deal in grain on the Superior Board of Trade exclusively.

Eau Claire, Wis.—J. S. Heffernan, of Milwaukee, has bot the old Morrison eltr near the Omaha tracks, and is having the building repaired for the manufacture of stock food. Mr. Heffernan has opened an office on Madison street, and expects to start manufacturing operations

in a few days. The stock food that he will manufacture is made from grains and is said to be a great seller. Enough orders are already in to take the entire output until next April.

Sturgeon Bay, Wis.—The Equity Eltr. Co. will take charge of Fred Lyons' eltr. and warehouse. It is understood that Ben Miller will have charge of the eltr. after Sept. 15.

Baldwin, Wis.—J. P. Larson & Co., who sold their eltr. last year to the American Society of Equity to be operated under the name of Equity Produce Co., have removed from this place.

Cedarburg, Wis.—Our eltr. with all its contents was totally destroyed by fire on the morning of Jul. 18. The loss is partially covered by insurance. I intend to rebuild at once.—Wm. P. Jochem.

Battlecreek, Wis.—Frank Weisenberger, who has charge of the grain eltr. here was overcome with heat recently while haying on his farm north of the village. At a late report he is still in a critical condition.

Glenwood, Wis.—The warehouse of the Northern Grain Co. at this place will be reopened and grain buying resumed by the Western Eltr. Co. The warehouse will be moved to a new site and a gasoline engine installed.

MILWAUKEE LETTER.

The Milwaukee Eltr. Co. has closed its eltr. to make repairs.

The fiftieth annual report of the C. of C. is ready for distribution.

The Robt. Krull Com. Co. has removed its offices to 201 C. of C.

I. C. Lyman, lately elected a member of Dan Cupid's staff, is now enjoying a honeymoon.

Memberships in the C. of C. are quoted at \$300 net to the buyer with quite a demand for them at this price.

Geo. A. Schroeder, who recently launched into the milling business for his own account, has offices at 411 C. of C.

The first sale of new barley on the crop was made by the Berger-Crittenden Mfg. Co. at 60½¢. The barley was from Wisconsin.

Think the proposed barley "futures" is a good thing and advisable. Details have to be worked out tho by the barley people. I am not a barley man.—E. C. Wall, Pres.

With the oats in Wisconsin good, and those on a line west and south of Chicago rotten, think Milwaukee is in a pretty good position for doing an unusual business.—Smith of Franke Grain Co.

After getting settled down in my new business I will be in a position to handle the transportation problems to better advantage, and give more time to them than ever.—Geo. A. Schroeder, Chrmn.

While down in St. Joe, Mo., on business, lately, Wallace M. Bell was prostrated by the heat and is now at his home in a convalescent condition. He is getting along nicely and expects to be about within a week.

New rye has started coming in and is finding sale at the same prices as old, the premium having been wiped out which existed for old. The quality of the new rye is superior to the old crop which makes buyers prefer the former.

L. J. Keefe, for the past three years connected with E. P. Bacon & Co. as salesman, has resigned his position to accept a similar one with W. M. Bell &

Co. Mr. Keefe is one of the youngest, as well as most energetic salesmen on the floor.

So long as oats keep up do not look for barley to decline. Still some old barley in the country which I think will be marketed at present prices. If high prices continue for oats, barley will undoubtedly be used for feed as much as last year.—P. C. Kamm.

Think present price of barley all right and likely to stay unless there is a big slump in other grain. Demand will probably be moderate for a week or so. Wisconsin is certain to be the leading barley market this year on account of the crop in the state.—C. F. Glavin.

Corn appears to be healthier at the moment than any other grain so far as prices are concerned. Still hovering around the 80c mark, and with prospects for the coming crop not of the brightest, vague hopes being held out by many, the 90c mark does not seem an impossibility to those on the bull side.

One of the largest shipments of wheat ever received in this market was that received by the Berger-Crittenden Mfg. Co. of ninety cars of Kansas Hard Winter wheat. Harry Berger was down that way lately and made the purchase. Already the mill has made a shipment of flour ground from new winter wheat.

The Exchange Room of the C. of C. is undergoing a thorough cleaning, which brings out more clearly the exquisite paintings on the walls—representing scenes covering an expanse from an Indian corn field to the olden day pictures of love tales, and marking the room as one of the prettiest of its kind in the country.

Application for membership has been made by H. R. Bertuleit, Jas. Q. Glavin, J. J. Quinn and Z. P. Scott. Transfer applications have been made by Christ Peterson, Louis Beck, A. A. Williams and W. F. Honey, while those elected to membership are A. F. Brenner, Minneapolis, H. C. Carr, Milwaukee, and C. P. Crangle, Winona, Minn.

We want more eltrs. Eltr. property here is good and think there is no doubt as to the harbor of Milwaukee. Lake tonnage is increasing yearly and the old question is, who will build the eltrs. Blockade results after two or three weeks of heavy receipts and if country shippers want to ship have to ship some place else.—W. J. Langson.

Milwaukee, Wis.—The E. P. Bacon Co. on Jul. 31 succeeded E. P. Bacon & Co. Geo. H. D. Johnson, who has been with Mr. Bacon since 1890 has retired from active business to take a long needed rest. Mr. Bacon is pres. of the new company; W. P. Bishop, who has been with him 16 years, is vice pres., and J. J. Crandall, who has been with the firm 23 years, is sec'y-treas.

Members of the Chamber of Commerce recently adopted resolutions requesting the inspection committee to establish samples of a standard grade of barley; and that Wisconsin barley be stored separately from western barley. No action was taken on the contemplated future barley market and another meeting is to be held to consider the inauguration of speculative dealing in that grain.*

As a result of the lack of uniformity in the method of handling the C. of C. weights on shipments to the east, the freight committee of the Central Freight Ass'n has notified shippers of the fact,

[Continued on Page 217.]

Special Grain Shovel Rope

A marlin covered wire rope flexible as manila rope and much more economical.

Also Special Car Pulling Rope and Jupiter Transmission Rope

DURABLE WIRE ROPE CO.

BOSTON
26-30 Atlantic Ave.

CHICAGO
32 S. Canal Street

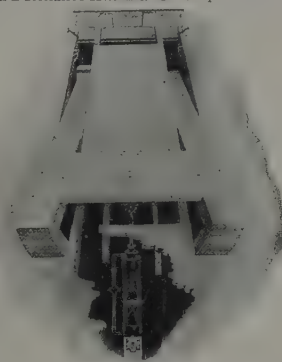


COON BROS. Grain Dryer and Cleaner Rantoul, Ill.

It takes off surface moisture without scarcely any shrink, thoroughly cleaning it and removing all fine stuff which causes corn to begin to heat. It also prevents bin burned oats by passing through the sun and air knocking the points off taking the appearance of clipped oats. It is simple, no machinery or power required but elevator must be reasonably high. It is all galvanized iron except steel perforated shelves, practical and pays for itself the first season. Write for a description and cut.

NO BROKEN LEGS

to pay for, no more accidents to fractious teams when your wagon dump is equipped with a Reliance Automatic Dump Controller.



Easily attached to any wagon dump, and gives absolute control over its movements. Simple in construction. See cut. Buy now and be ready when your dump works overtime in handling the new crop.

Sent on 30 Days trial. RELIANCE CONSTRUCTION CO., Indianapolis, Ind.

C. W. Amos of Hedrick, Ind. writes, "We have tried your Reliance Dump Controller and find it to be a dandy. We can control any load. Please ship us another one immediately."

Keel & Son's New Elevator at Lindsay, Okla.

Many Texas grain firms extend their operations into Oklahoma and some have elevators in the new state. Keel & Son of Gainesville, one of the old substantial firms of the Lone Star State, has just rebuilt its elevator at Lindsay, Okla., which burned last spring.

The foundation and basement plan shows the structure erected upon concrete, which insures stability. Each boot is placed in a concrete tank to keep it dry. The elevator is 29 ft. wide and 44 ft. long.

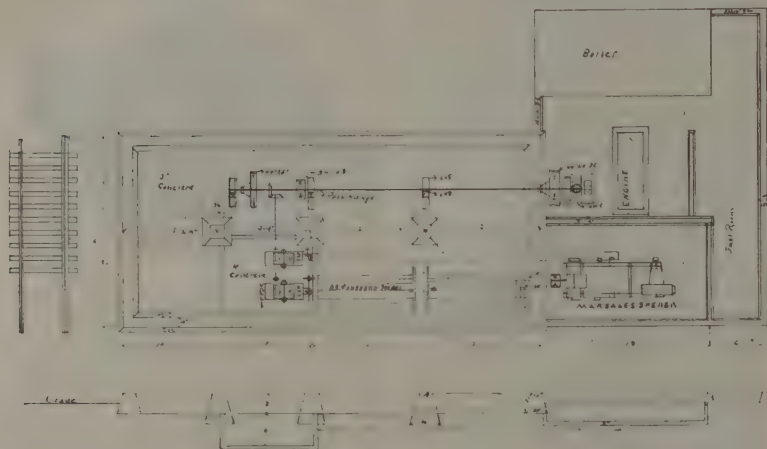
The first story as shown in the side

elevation contains two driveways, each containing a B. S. Constant patent rail dump, 3 pair high 9x24 roller mill for grinding feed. The motive power is furnished by a steam boiler and engine in power room adjoining the main building. Above the boiler room is a Day Dust Collector which receives the dust and shucks from the sheller and delivers it into the dust room, from where it is burned.

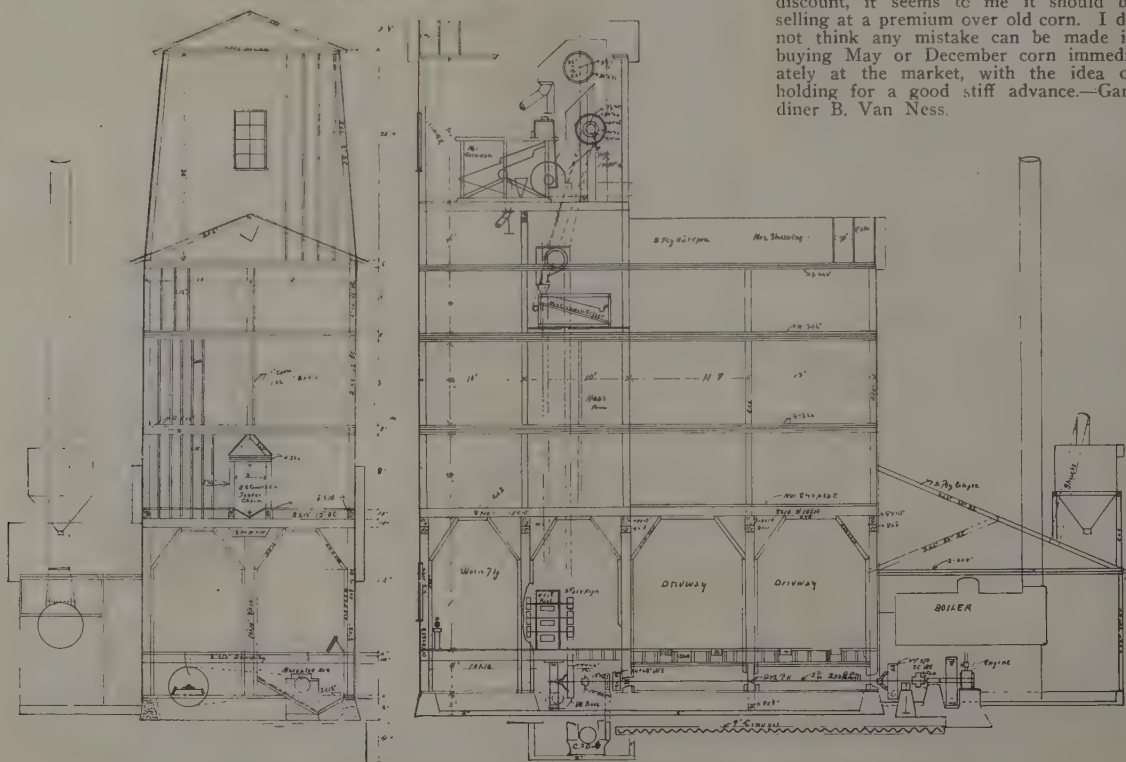
Both dumps are equipped with B. S. Constant chain feeders, which in one delivers ear corn to a 4,500 bus. bin directly over the driveway. A Marseilles Sheller is located at the side of the dump, and snapped corn may be drawn into it

and shelled directly from ear corn bin. The other dump delivers corn by means of feeder directly to sheller. A small elevator receives the corn from sheller by means of a 7 in. screw conveyor, elevates it to top of structure from whence it may be spouted into cleaner, thru hopper scale, and into car or bins. One leg has 11x7 inch cups, the other 16x7 inch cups.

An automatic sacking scale is located on the working floor, which receives either shelled corn or chop from the mill. A No. 1 Cornwall Cleaner and No. 2 Cornwall Sifter, hopper scales, and other machinery mentioned heretofore make this elevator one of the most complete in Oklahoma. It was planned and built by J. A. Horn.



Foundation and Basement Plan.



End Elevation.—Plans of Keel & Son's New Elevator at Lindsay, Okla.—Side Elevation.

The government crop report upon a more careful examination discloses a sensational bullish situation in corn. In the seven surplus states it indicates a yield of 1,455,000,000, the crop report of a year ago indicated a yield of 1,545,000,000 and the final out turn a year ago was 1,475,000,000. It will be seen from these figures the states in question on August 1 stood to raise 90,000,000 less than they promised a year ago. The conditions since Aug. 1 have been bad, very large sections notably Illinois and Indiana have suffered from a severe and extended drouth, and there is no immediate prospect of relief so it is evident the crop has gone back since the first of the month and the final returns this year are likely to show as big a loss from the Aug. 1 condition as they did one year ago. As nearly as I can figure the situation, the seven surplus states now stand to produce in round figures 100,000,000 less corn than they produced last year. If this is true why should May corn be selling at such a discount, it seems to me it should be selling at a premium over old corn. I do not think any mistake can be made in buying May or December corn immediately at the market, with the idea of holding for a good stiff advance.—Gardiner B. Van Ness.

Patents Granted

Portable Elevator. No. 893,637. (See cut.) Alfred F. Meyer, Roanoke, Ill. A path free of grain is arranged within the boot to permit the free entrance of the elevator buckets into the boot and to cover the buckets for a portion of their travel within the boot.

Seed Testing Apparatus. No. 894,970. (see cut.) David W. Miner, Fairfield, Ia. Combined with a germinating receptacle is an ear supporting frame hinged to and adapted to swing above the germinating receptacle, the rack frame being provided with a notch adapted to receive an ear in a horizontal position.

Conveyor Bucket. No. 894,572. (See cut.) Geo. W. Barnett, Louise, Tex. A strip is secured to the body portion of each bucket and has a portion lying in spaced relation to one side. An extension is formed on one side of each bucket, the extension on one bucket being received between the

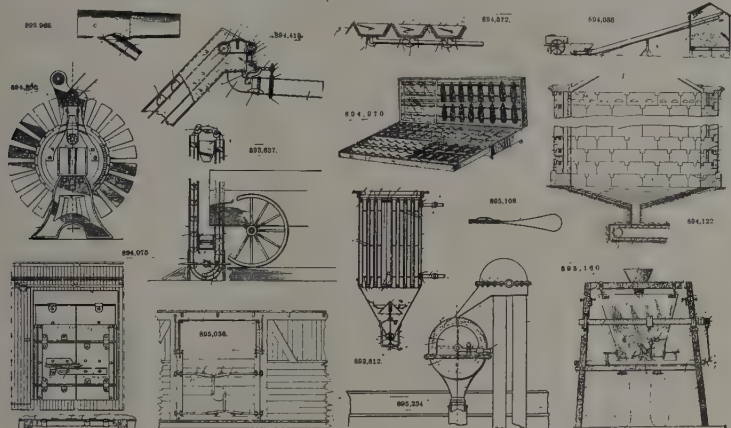
Grain Door. No. 894,075 (See cut.) Nels S. Stalker, Duluth, Minn., assignor of 1/2 to Frank Crassweller. The door is made in sections connected for lateral movement to and from each other so that the width of the door may be increased or decreased. The uprights of the door opening are formed with recesses to receive the projecting ends of locking bars on the respective sections.

Grain Storing Apparatus. No. 894,085. (See cut.) Robert Tolson, Washington, D. C. The grain is hauled on a car up an inclined railway and dumped into the crib thru a hinged bottom in the car, the bottom being held closed by a catch which is automatically tripped by a contact in the crib. After dumping, the door is automatically closed and re-engaged by the catch.

Grain Meter. No. 895,234. (see cut.) John S. Blakely, Wellington, Kan. A rotary hopper is arranged within a casing and journaled on the scale beam. Cross bars connect opposite sides of the hopper and, by co-operating with a stop on the casing, hold the compartments of the hopper successively in co-operative relation with the grain delivery. A number of springs carried by the casing engage the cross bars to prevent the accidental rotation thereof.

Grain Drier. No. 893,812. (See cut.) Pet-

Nelson, Minneapolis, Minn. Wear plates are secured to the inner faces of the door posts, between which a door is slidably mounted for vertical movement and formed of a plurality of superposed transverse strips. To the vertical edges of the door are secured rectangular casings forming housings for the opposite ends of the transverse strips and each provided with a laterally extending flange forming a continuation of one side of the casing and adapted to bear against the longitudinal edge of the adjacent wear plate at the inside of the car. Locking members are slidably mounted on the door, and means are provided for supporting the door in elevated position.



portion of the strip and the side of another bucket.

Elevator. No. 894,419. (See cut.) Thos. B. Bennet and Chas. P. Smith, Planagan, Ill. The elevator is provided with a delivery pipe, to the free end of which is journaled a straight discharge pipe revolved on its own axis by driving mechanism consisting of chain and sprocket wheels. The straight discharge pipe is arranged at a slight inclination with the horizontal.

Pipe Reducer for Dust Collecting Systems. No. 893,968. (See cut.) William E. Allington, Saginaw, Mich. The reducer is inserted in the branch element of a T-joint and has a free opening toward the main of less area than the normal area of the branch. A branch pipe restricter is frictionally arranged in the branch to close a portion of the branch adjacent to the heel of the joint.

Dust Collector. No. 894,890. (see cut.) Samuel W. Keys, Parkville, Mo. This dust collector is of the fabric type. The fabric tube is fluted longitudinally and is secured at its inner end to a cylinder, a wall closing the outer end of the tube, while springs on arms projecting from the cylinder keep the tube tensioned, means being provided to knock the outer wall against the resistance of the springs.

Grain Bin Block. No. 894,122. (See cut.) Thos. Dougherty, Minneapolis, Minn. The building block is provided with a downwardly extending lug arranged centrally of its lower edge, with a central upwardly extending lug on its outer upper edge, a rabbit groove at each side of the upper lug and recesses in the ends of the upper inner edge and the lower outer edge. Vertical air passages extend thru the block.

er Provost, Menominee, Mich., assignor to Provost Mfg. Co. The drier comprises a tank having a seamless and continuous bottom and sides, a cover, a number of tubes for grain connecting the top and bottom, means for admitting a heating fluid to the interior of the tank and a discharge cone having a cylindrical upper end fitting around the base of the tank. A layer of fusible metal covers the joints between the tubes, cover and tank.

Seal. No. 895,108. (see cut.) Frank P. Pfeighar, New Haven, Conn. The seal comprises a locking piece provided with a plurality of spring tongues extending in an opposite direction and in a slanting direction from its face, a casing for receiving the locking piece and a shackle, one end of which is securely made fast to the casing while the opposite end is provided with openings out of transverse alignment for the reception of certain of said tongues on the locking piece, while certain other of the tongues pass over the end of the shackle.

Automatic Weighing Machine. No. 895,160. (see cut.) Edward D. Carter, Brenham, Tex. An oscillatory receptacle is mounted to move up and down and laterally, engaging two series of stops at each side by the upward and downward movement. Means are located in the path of the receptacle for checking or stopping the lateral oscillation of the receptacle between the ends of the lateral movement during the weighing operation and when the receptacle has received a portion of its charge. At one end of the frame is a hook having a threaded shank and engaging a link connection extending from the scale beam.

Grain Door. No. 895,036. (see cut.) Orvis



Burrell Improved Manlift

This lift is so well known it is useless to describe it.



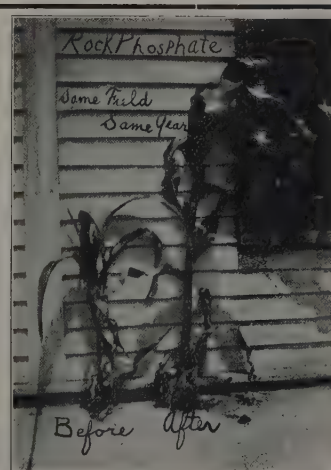
Burrell Mfg. Co.

251 So. Jefferson St., Chicago

We LOOK

after your interests carefully on business sent us and secure full market value for grain on consignment. Also give hedging orders prompt attention. TRY US.

McKenna & Rodgers
61 Board of Trade, CHICAGO



L. G. VINCENT
ODELL, ILL.

Wholesale and Retail
ROCK PHOSPHATE

Grain Carriers

Idle cars increased 5,120 between July 8 and July 22.

No advance will be made in minimum carload weights by the western classification committee.

Grain rates have been advanced sharply by the ocean lines, the rate between New York and Antwerp being doubled.

An arbitration committee of 30 representing the carriers and shippers, is to decide the question of increasing rates.

The steamer Anubis ran ashore on San Miguel Island, California, recently, water damaging its cargo of 4,000 tons of barley.

The Oklahoma Central Ry. contemplates building an extension from Chickasha, Okla., via Anadarko and Beaver City into Kansas.

Grain will be carried this fall on 67½ miles of the Grand Trunk Pacific which has been completed between Winnipeg and Battle River.

Coastwise trade on the Pacific is to be confined to British vessels by an order of the Canadian government excluding the American ships from trade between Canadian ports.

Can a railroad give elevation free? A way to get around the negative of the Interstate Commerce Commission is being anxiously sought by certain railroad and grain interests.

The order of the Interstate Commerce Commission forbidding the payment of the elevation allowance of ¾¢ on grain will be fought in the courts, it is said, by the Union Pacific.

Pending the closing of several gaps in their movement to advance rates all along the line the railroad presidents are soothing the shippers with a promised postponement to Dec. 1.

The A. P. Morgan Grain Co. and many other merchants of Georgia have filed complaint with the Interstate Commerce Commission against the advance in rates on grain, hay and other staples.

Believing that all its equipment will be needed to handle the crops the Chicago & Northwestern Ry. recently ordered 1,000 freight cars, the order being divided between three builders to obtain early delivery.

The Urdike Grain Co. brought suit July 27 against the Union Pacific to recover \$9,645 alleged to be due in elevation allowances on 1,268 cars of grain transferred at South Omaha, claiming the same allowance as granted Peavey & Co.

Rule No. 6 of Bulletin No. 1, providing that the benefit of reconignment privileges can not be given retroactive effect is held to include cleaning, milling, concentration, and other transit privileges.—Ruling by Interstate Commerce Commission.

A compilation of rates was begun Aug. 8 by the Arkansas Railroad Commission, to prove the difference between receipts and expenses warrants the 2-cent passenger and reduced freight rate schedule, on which the federal court will give a hearing Aug. 31.

A protest against the contemplated general advance in freight rates was sent direct to Pres. Roosevelt recently by the Receivers & Shippers Ass'n of Cincinnati,

which received a reply stating that the attorney general is carefully looking into the matter. A special agent of the department of justice has been sent to Cincinnati to investigate the increases to southwestern territory complained of.

With 300 engines and 7,000 box cars between Edmonton and Port Arthur the Canadian Northern expects to be in good shape to handle the bumper crop along its lines in the west. Eleven hundred new cars have been added to the equipment since last season.

A preliminary injunction restraining 5 railroads from advancing rates Aug. 1 was granted by the U. S. Court at Mt. Airy, Ga., on application by mercantile concerns of the state; but the roads promptly went into court and were granted a supersedeas Aug. 5 permitting the increase.

A grain rate war is threatened by the action of the Chicago Great Western Railroad in putting into effect equalized rates from Omaha to Chicago and from Omaha to St. Paul on grain originating west of the Missouri River, where the thru rates are less than the sum of the local rates in and out of Omaha.

It is not a proper practice for the railroad companies to adjust claims immediately on presentation and without investigation. The fact that shippers may give a bond to secure re-payment in case, upon subsequent examination, the claim prove to have been improperly adjusted does not justify the practice.—Interstate Commerce Commission.

Every regular steamship line at four Atlantic ports has petitioned the railroads to reduce the rates on grain from the lakes to the American ports in competition with Montreal. The objection by the roads to a reduction is that no grain firm will guarantee a large movement if the rate is reduced.

While American shipowners are crying for subsidies their German brethren are crying to be rid of them. The Hamburg Shipowners' Ass'n, in a report on the business of the year, says that subsidizing ships, except for the regular mail service, is fundamentally wrong as an economic principle and can only result in over-production of ship-tonnage. An ounce of German experience on this matter is worth a ton of American ship-subsidy theory.

A milling, storage, or cleaning-in-transit privilege is established on the theory that the commodity may be stopped en route for the enjoyment of such privilege, and the commodity or its product be forwarded under the application of the thru rate from original point of shipment. It is not expected that the identity of each carload of grain, lumber, salt, etc., can or will be preserved, but in the opinion of the Commission it is unlawful to substitute at the transit point, or forward under the transit rate, tonnage or commodity that does not move into that point on that same rate.—Ruling by Interstate Commerce Commission.

The delivering carrier is under obligation to collect demurrage charges assessed, by it, altho such charges may have accrued as a result of error on the part of another carrier. The shipper should pay the lawful published rate via the route over which the shipment moved, pending the dispute, and then make claim for refund. The Commission, in the adjustment of mis-routing claims, will not ordinarily include demurrage charges. When the delivering carrier demands more than the lawful rate, the

consignee is relieved from the obligation to pay demurrage charges accruing during the pendency of the dispute as to the lawful rate.—Interstate Commerce Commission.

With regard to the abandonment of its Pacific trade James J. Hill of the Great Northern road says: "The Pacific trade was given up because it did not pay. America today has no flag on the high seas, or might as well not have, for we cannot compete with any other country, and must hand the load over to anybody that asks for it. The only way for us to continue in the Pacific trade would be for the railroads to own their own steamers and run them at heavy loss. We are not a seafaring nation. We have no sailors, though under the law Americans must constitute ¾ or ¾ of the crews. What we must have to make an ocean carrying trade possible is not subsidies but intelligent legislation."

Complaint alleged that defendant from Oct., 1906, to April, 1907, failed to furnish complainants with cars for the shipment of hay from Afton, Okla., to St. Louis and other Missouri points, while during that time defendant furnished cars to shippers of corn at Afton and to shippers of hay at other specified points. Held, upon the facts and circumstances disclosed by the record, that defendant is not responsible in damages to complainants for lack of facilities to meet demands upon it during the period named, that defendant's refusal to allow cars to be loaded with hay at a time when cars were being loaded with grain was not undue discrimination against complainants, and that therefore the complaint should be dismissed.—Decision by Interstate Commerce Commission July 1 in the complaint by Cox Bros. against the Frisco System.

In the complaint by the California Commercial Ass'n against the Wells-Fargo Express Co. and the Adams Express Co. against the bulk shipment rule of the express companies the Interstate Commerce Commission recently decided: The law does not justify the classification of shippers with regard to their interest in property shipped. Ownership of property tendered for shipment cannot be made a test as to the applicability of a carrier's rates. In gathering several packages of goods together and shipping them under the carrier's rates on large shipments a shipper is not by device evading the law, but is legally availing himself of the rates which the carrier offers. The cost of carrying a "bulk shipment" is not greater than the cost of carrying the same amount of freight at the instance of an individual owner. The charge must, therefore, be the same in each case. The defendant's rule against "bulk shipments" is discriminatory, unreasonable and incapable of enforcement.

The Interstate Commerce Commission has recently issued the following statement: The commission has no authority to suspend a proposed advance in rates and can order a reduction of the advanced rates only as the result of an investigation after they have become effective; but the commission, while it could make no effective order prior to the actual advancing of the rates, has unlimited power of investigation, and it is understood that if the tariffs filed with the commission show general increases, the commission, without waiting for the filing of formal complaints, will institute an investigation on its own motion to determine whether or not the advances are justified. Such general information would

enable it to handle promptly any complaint which may be filed against advanced rates. The commission is keeping a close check of all advances in freight rates. It, of course, has no official information of the proposed advances before they are set forth in tariffs, which are required by law to be filed with the commission 30 days in advance of their effective date.

Sued for Rebating.

The Brook-Rauch Mill & Elevator Co. of Little Rock, Ark., on Aug. 3 brot suit against the Iron Mountain R. R. and T. H. Bunch to recover \$300,000 damages on account of alleged unlawful discrimination in favor of the T. H. Bunch Co. in the operation of grain elevators and warehouses at Argenta and Little Rock. The complaint is based upon 4 counts, and for each one the elevator company asks \$75,000, not including reasonable attorney's fees.

The Brook-Rauch Mill & Elevator Co. filed complaint with the Interstate Commerce Commission against the Iron Mountain R. R. as reported in these columns July 25, and has asked for an immediate judgment. Now it has also brot suit in the United States Circuit Court.

The suing company alleges that T. H. Bunch of the T. H. Bunch Company and the Iron Mountain have entered into a conspiracy to restrain trade and commerce, among the several states.

It is alleged that the railroad company gave the T. H. Bunch Co. better facilities for handling grain; rebates of 1½c to 8c per hundred pounds on corn, oats, flour, etc. shipped over the Iron Mountain from points in Mo., Kan., Neb., Ok., and denied the rebates to the Brook-Rauch Mill & Elevator Co.

The prosecution further maintains that its claim for shortages were frequently ignored, refused or adjusted on a 25 to 50% basis, while the offending company's claims were promptly paid; that the defendant issued orders for switching direct from office while it did not have this privilege. Also that a secret tariff existed which gave the T. H. Bunch Co. an allowance of 1½c per hundred pounds on grain from country points handled thru the Little Rock or Argenta elevators. Many other allegations are made which have a direct bearing upon the case, and its conclusion is awaited with interest. Both companies are highly regarded in Little Rock.

The Eagle Wagon Dump.

A modern elevator would not be complete without a wagon dump. Before it reached its present state of perfection, the ordinary wagon dump was as much of a menace as it was a convenience, and many grain men had to defend damage suits for loss to fractious horses thru the crude working of dumps which would permit of the breaking a leg or other injury to horses.

The cut herewith represents the Eagle Wagon Dump, which is durable, easy to

set up and simple in construction. All parts are made in duplicate and the best material and workmanship enter into their construction. The trunion pins can be placed at any desired distance from the pinion shaft without in any way affecting the working of the gears. This permits the use of any desired length of dump timbers and perfect results.

The controlling device is attached to the front end of the dump, leaving the back end free for the pit, however if desired or necessary it may be placed on the back end as well. There is a substantial self-locking device at the back that holds up the ends of the timbers. A double acting ratchet wheel holds the dump timbers in any position after grain is dumped, this absolutely prevents the wagon dump from flopping up, hence eliminates chance of accident. It is made by the Eagle Iron Works, Minneapolis, Minn.

Grain Trade News.

[Continued From Page 213.]

and asked that all shipments east be marked in the following manner: "We hereby certify that the weight shown hereon is the Milwaukee C. of C. weight for this consignment." Shippers, readily recognizing the value of such a clause, from the fact of the aid this will be in settling disputes as to weights at destination, are now billing their grain with the clause attached.

Expect Milwaukee to take a more prominent stand than ever before among the exchanges of the country by reason of its assuming a broader general spirit. With the prospect for the restoration of rates bright, thus placing this market on the same basis as Chicago, I look for this market to widen into one of the largest in the country, and the business this year to be of a mammoth character. This market has always lacked, to a certain extent, an outlet for its barley and with several new shipping firms ready to take their share of the receipts, I can't help but look for Milwaukee to be more active than ever.—Wallace M. Bell.

I see no reason why barley "futures" should not be established in this market; "futures" in every other kind of grain is traded in. The establishment of "futures" will give this market unlimited benefit by bringing a large amount of business and giving maltsters and brewers a chance to protect sales by buying "futures," in addition to giving us one of the best barley markets in the world. No other market in the U. S. trades in barley "futures." The quality of barley this year is so much better than that of the past season that there would be no occasion to change the grade, as a large amount will grade "standard," the contract grade. It would also provide an outlet when samples are dull as the barley could be put into store and sold in the pit for future delivery. A big speculative market here, I think, would help our market wonderfully and should not be surprised to see it worked.—S. W. Tallmadge.—Slits.

WYOMING.

Wheatland, Wyo.—G. A. Callahan and Thomas Kneal prominent business men and capitalists of Colorado, will erect a \$35,000 alfalfa meal plant here, the work to commence in two weeks. They are desirous of contracting the hay from 8,000 to 10,000 acres of land. They expect to have the plant ready for business Oct. 1.

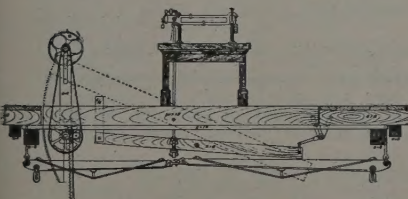
FOR SALE

A No. 6 Hess Grain Drier in good condition, complete with all connections. For prompt sale will quote a low price.

Address,

ELLIS DRIER CO.

747 Postal Tel. Bldg., Chicago



Supreme Court Decisions

Arbitration.—Where a party to an agreement for arbitration was present and participated in the arbitration, he cannot complain of a failure to give notice to him of the time and place of hearing.—*Tennessee Coal, Iron & R. Co. v. Rouseell*, Supreme Court of Alabama. 46 South. 464.

Retention of Check "In Full" Constitutes Satisfaction.—Where a check is sent which is claimed to be in full payment of a claim, the receipt and retention thereof by the payee without objection constitutes an accord and satisfaction of the claim.—*Rauh v. Wolf*, Supreme Court of New York. 116 N. Y. Supp. 322.

Demurrage on Vessel Detained by Shipper.—A vessel is not entitled to demurrage for the time she is detained by a shipper by virtue of a legal seizure, although on a claim which was unfounded and subsequently dismissed, unless the proceeding was in bad faith or malicious.—*Watt v. Cargo of Lumber*, Circuit Court of Appeals. 161 Fed. 104.

Not Shipper's Duty to Inspect Car.—It is not the duty of a carrier to inspect a car furnished by a carrier, or to exercise care to know whether the car is in condition; but he may assume that the carrier would not have directed the placing of the goods in the car unless it was suitable.—*Cleveland, C. & St. L. Ry. Co. v. Louisville T. & S. Co.* Court of Appeals of Kentucky. 111 S. W. 358.

Waiver of Crop Mortgage—Question for Jury.—A mortgagee of grain, who authorizes the mortgagor to sell the same and collect the money, waives his mortgage lien. Whether a mortgagee of grain authorized the mortgagor to sell it and collect the money, and thereby waived the mortgage lien, held, under the evidence, for the jury.—*Congrath v. Western Elevator Co.* Supreme Court of South Dakota. 116 N. W. 1122.

Error of Telegram Co.—Plaintiff, addressee, cannot recover from a telegram company for delay in delivering an unrepeatable message, addressed as sent to "H. J. Monsees," and to "H. J. Monse" as delivered, where the blank upon which it was written contained a stipulation exempting the company from liability for mistakes or delays in transmitting or delivering, or for nondelivery of, an unrepeatable message.—*Monsees v. W. U. Tel. Co.* Supreme Court of New York. 111 N. Y. Supp. 52.

Delivery to Carrier Not Delivery to Buyer When Billed S. O.—On a shipment directly to the consignee, a delivery to the carrier is a delivery to the consignee, but this is not so where the shipment is to the consignee's own order, since in such case he does not part with his property, and hence a consignment of goods to the consignee's own order to be delivered to the buyer only upon his payment of drafts attached to the B/L was not a performance of a contract to deliver to the buyer.—*Hunter Bros. v. Stanley*, Kansas City Court of Appeals. Missouri. 111 S. W. 863.

Threatened Destruction of An Exchange's Grain Weighing Business Warrants Injunction.—A bill to restrain the Railroad and Warehouse Commissioners and employees from enforcing the grain inspection laws, which alleges that plaintiffs are engaged in the business of grain weighing and certification; that the business has been built up by them during a period of years; that their grain markets would be ruined, in ways pointed out, by the enforcement of the statutes, which they allege are unconstitutional—authorizes, as against a demurrer, relief in equity to prevent irreparable injury.—*Merchants Exchange of St. Louis v. Knott et al.* Supreme Court of Missouri. 111 S. W. 545.

Limitation of Carrier's Liability.—Where the published tariff provides two rates, one with the carrier's ordinary liability, and the other a lesser rate, by reason of liability being limited, and the shipper makes no selection of rate, it is proper for the carrier to elect which rate shall apply, but a B/L showing the limited liability must be executed and delivered at the time the carrier accepts the shipment, or promptly mailed in due course of business, before a loss occurs, and the carrier cannot wait until after the goods have been destroyed, and then choose to make a low rate, with a limited liability, apply to the shipment.—*Harris v. Great Northern Ry. Co.* Supreme Court of Washington. 96 Pac. 224.

Landlord's Interference with Removal of Crop Purchased of Tenant.—Plaintiff was not entitled to an injunction against the defendant to prevent defendant from interfering with plaintiff in the harvesting of matured crops, which he had purchased from defendant's tenant, and which were grown upon defendant's premises, where the only acts of interference shown on the part of the defendant consisted in ordering plaintiff not to come upon the premises, and in ordering him to remove therefrom after he had entered, and in fastening up certain gates, which did not have the effect of preventing plaintiff from harvesting the crops.—*Kirkpatrick v. Fonner*, Supreme Court of Nebraska. 116 N. W. 773.

Grain Buyer's Knowledge of Landlord's Crop Mortgage.—Defendant elevator company, which bought grain from plaintiff in actual possession under forfeiture on a crop mortgage, paid part of the purchase price to a third person, claiming under a chattel mortgage which was expressly subject to a landlord's first lien, but which had been in fact recorded before plaintiff's. It is held that, in view of the actual knowledge of such third person as to plaintiff's rights, of the recitals in the mortgage having reference thereto, and of the plaintiff's possession of the grain at the time of the sale, the plaintiff was entitled to recover in conversion the amount so paid a third person.—*Gaertner v. Western Elevator Co.* Supreme Court of Minnesota. 116 N. W. 945.

Grain Inspection and Weighing Law Delegating Legislative Power is Invalid.—Laws 1907, p. 245, authorizing the Board of Railroad and Warehouse Commissioners to establish state inspection of grain, "at such places or in such territory . . . as in their opinion may be necessary," declaring that all buildings, elevators, or warehouses, located in any territory where state grain inspection may be established, shall be public warehouses, and all grain arriving in any territory "where state grain inspection may be established" shall be inspected, etc., is invalid as a delegation to the commissioners of legislative power to determine where and when the law shall be in force.—*Merchants Exchange of St. Louis v. Knott et al.* Supreme Court of Missouri. 111 S. W. 545.

Inspection and Acceptance Binds Buyer.—It conclusively appears from the evidence that after inspection appellant purchased from respondent certain grain, at stipulated prices, located in certain bins in respondent's elevator, the same to be delivered to appellant at the elevator within 20 days. Held that the agreement of purchase was not completely merged in a letter confirming the sale written by respondent the following day; that the grade of grain mentioned in the letter was merely descriptive of its character, and did not constitute a warranty as to quality; and that, having inspected and accepted the grain without objection, appellant was bound by the terms of the purchase.—*St. Anthony & Dakota Elevator Co. v. Princeton Roller Mill Co.* Supreme Court of Minnesota. 116 N. W. 935.

Displays of sheaf grains and grasses will be especially provided for at the National Corn Exposition at Omaha in December. The straw product will be used to illustrate type and stooking quality and ability to resist wind and rust.

Shipper Liable for Penalty for Underloading.

Salina, Kans., July 28, 1908.
Atchison Live Stock Co., Pff.

Force & Kieley, Deft.
In the above case, we, your committee, find that the plaintiff, the Atchison Live Stock Co. of Atchison, Kan., bot from the defendant, Force & Kieley of Wheaton, Kan., on December 17, 1907, one car of corn, and that the confirmation of plaintiff specified routing on said shipment. The failure of said defendant to follow shipping instructions of the plaintiff being the cause of this controversy, the said plaintiff asking for relief to the amount of \$29.60, of which \$20.50, the plaintiff claims, accrued by reason of failure of the defendant to carry out the routing instructions, causing an alleged overcharge in rate of freight assessed on said shipment, the \$8.50 accruing account of defendant not loading car to capacity.

Upon there investigation your committee finds that the defendants, Force & Kieley, acted in good faith, and altho not complying with the billing instructions embodied in the confirmation that they used good judgment in routing the shipment via the road taking the lowest possible rate, as the route specified by the plaintiff carried a higher rate, the rate quoted by the plaintiff by the R. R. Co. being in error, and we therefore do not find of plaintiff for the difference between the rate claimed by them and the rate as assessed by the R. R. Co., thus cancelling the \$20.50 of the amount claimed by the plaintiff.

We further find, however, that the defendants owe the plaintiff the difference in freight as claimed account car not having been loaded to capacity, amounting to \$8.50. The defendants, Force & Kieley, are therefore ordered to pay promptly the \$8.50 being excess freight assessed by the R. R. Co. account car not having been loaded to capacity, and the Secretary is requested to forward check for this amount to the receivers of the plaintiff's company, which the defendant previously acknowledged was due the plaintiff, and which is attached to the original papers.

It is further ordered that the cost of this case to be assessed against the plaintiffs, the Atchison Live Stock Co., and the Secretary is instructed to return to the defendants, Force & Kieley, their deposit fee in this case.

(Signed)
L. A. PRIBBLE,
F. B. BONEBRAKE,
C. A. SMITH,
Committee.

Attest:
E. J. SMILEY,
Sec'y.

Rice Sacking.

The rice industry of the United States has assumed such proportions that J. Reymershoffer's Sons of Galveston have delivered a written dissertation upon sacking rice and its products in which the following advice is contained.

Rice by-products ought invariably to be put up in even weight sacks. The old practice of having a different weight in every sack is demoralizing and causes the exporters a great deal of annoyance. For example, when splitting up a shipment on board a steamer between different consignees it is impossible to invoice exact weights when every bag has a different weight.

Second-hand sacks are invariably used by all the mills to sack their rice polish, bran and ground hulls, and this practice should be discontinued, since no commodity, no matter how good or pure, can command recognition when clothed like a vagabond.

The following sacking material might be used: for ground rice hulls 11 oz. burlap, 150 lbs.; rice bran, 11-oz. burlap, 150 lbs.; rice polish, 12-oz. burlap, 200 lbs.; rich polish might also be put up in 100 Kilo bags, or 220½ lbs., in which case at least 12½-oz. goods should be used.

Beans are commanding an unusually high price.

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KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

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Semi-Annual Assessments costing about one-half Stock Company rates.

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Paid \$116,523.11 in losses last year
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Assessed only 40% of basis rates last year

If you want the best of Insurance
at the lowest cost, write to us.

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Face value of notes - 1,701,351.60

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☐ Grain in the elevator is the same as cash deposited there instead of in the bank.

☐ Its loss by fire is ten times more liable than loss by bank failure.

☐ A grain loss is destruction of working capital, made worse if a portion is borrowed.

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☐ Insurance should vary according to the value without heavy short rate charges.

☐ The country grain dealer gets the best service and lowest cost through an open policy of the



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Mill Owners' Mutual Fire Insurance Co.

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Organized 1875

INSURES MILLS, ELEVATORS,
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Net Cash Assets	- - - - -	\$ 266,342.51
Losses Paid	- - - - -	1,339,403.60
Saved to Policy Holders	- - - - -	1,752,149.12

J. G. SHARP, Secretary

ESTABLISHED 1889

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E. E. PERRY, Secretary

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Risks in force	\$6,927,000.00	Dividends on the basis of 80% cost.
Admitted assets, Dec. 30, 1907	\$0,197.76	We write Fire, Lightning and Tornado Insurance for the Grain Trade.
Total liabilities	4,755.00	
Net assets, Dec. 30, 1907	\$45,462.76	

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